

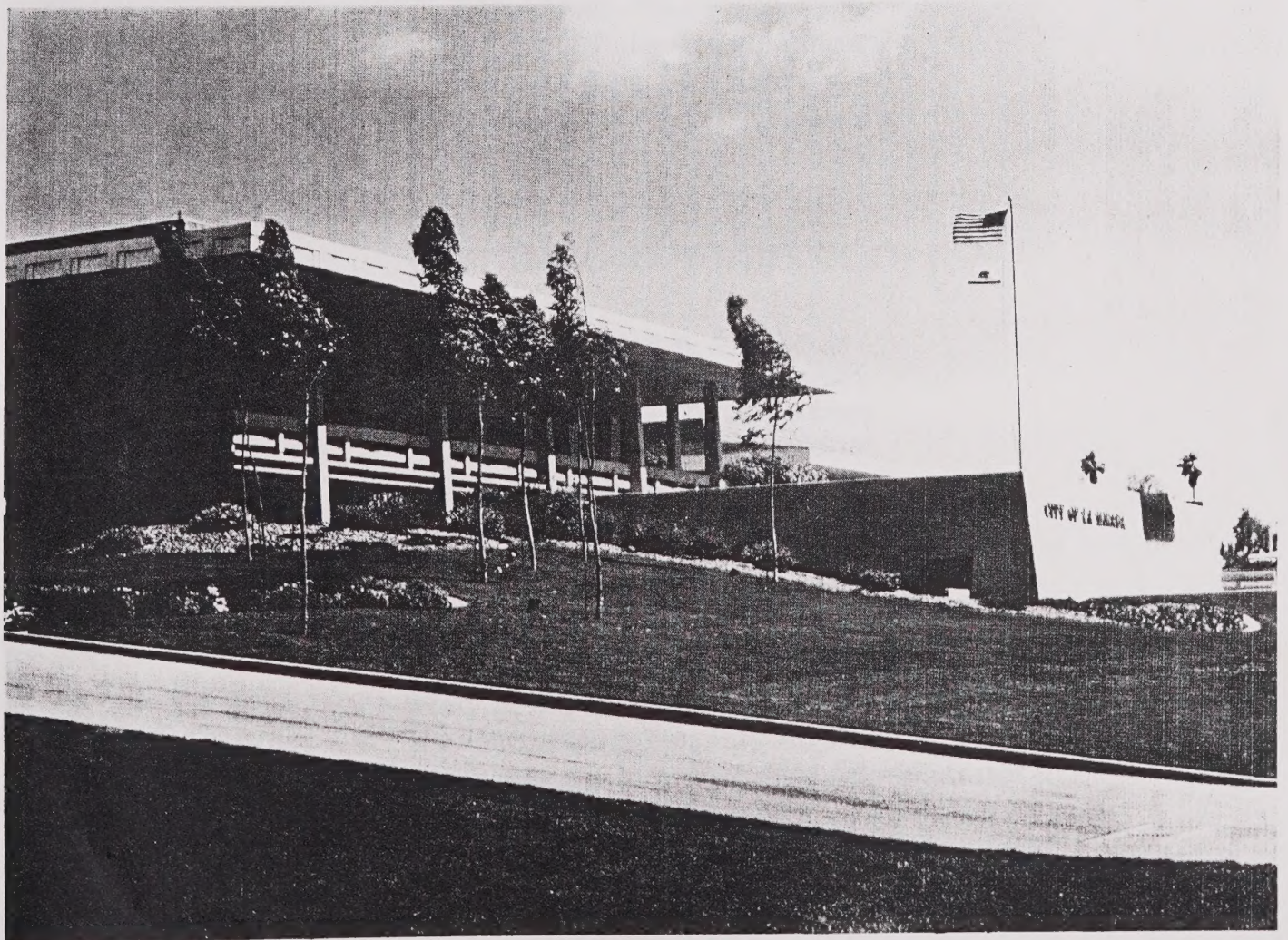
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city of la mirada general plan 1980-2000



city of la mirada

city council


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Ben Ashley, Mayor Pro Tem
Dr. David Peters, Councilman
Wayne Rew, Councilman
Wilfred L. Simendinger, Councilman

planning commission

Philip E. Clinton, Chairman
Allen Carden, Vice Chairman
Michael Baker, Commissioner
Charles Broms, Commissioner
John Robertson, Commissioner

city hall staff

Gary K. Sloan, City Administrator
James L. Markman, City Attorney
Gerald R. Winterburn, Assistant City Administrator
and Planning Director
Anna J. Martin, City Clerk



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Resolution No. p-4-81
A resolution of the planning commission
of the City of La Mirada
recommending the city council approval
of a general plan for the City of La Mirada

A. Recitals

(i) The Planning Commission has heretofore held public hearings on the General Plan of the City of La Mirada.

(ii) Said General Plan is attached hereto as Exhibit A.

(iii) All legal prerequisites to the adoption of this Resolution have occurred.

B. Resolution:

NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the Planning Commission of the City of La Mirada, as follows:

1. In all respects as set forth in Recitals, Part A, of this Resolution.

2. The Planning Commission hereby certifies that Environmental Impact Report No. E.I.R. 1-80 has been completed in conformance with the California Environmental Quality Act of 1970, as amended, and the Guidelines promulgated thereunder, and, further, that the Planning Commission has reviewed and considered the information in said Environmental Impact Report No. E.I.R. 1-80.

The Planning Commission hereby finds that changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant environmental impact thereof as identified in said Environmental Impact Report No. E.I.R. 1-80.

3. This Commission hereby approves the General Plan, attached hereto as Exhibit A, and recommends that the City Council adopt said General Plan by Resolution.

OFFICE OF THE SECRETARY
OF THE AMERICAN MEDICAL ASSOCIATION
535 N. Dearborn Street, Chicago, Ill. 60610
Telephone: (312) 462-5000

Vol. 181, No. 17, May 19, 1974

1. *Editorial: The Role of the Physician in the Community*
2. *Editorial: The Role of the Physician in the Community*
3. *Editorial: The Role of the Physician in the Community*
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Continued on page 17

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6. *Editorial: The Role of the Physician in the Community*
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4. The Secretary of the Planning Commission shall

(a) certify to the adoption of this Resolution,

and

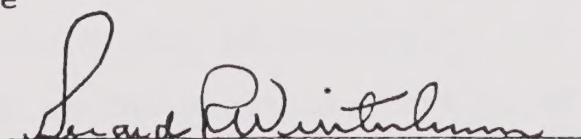
(b) forthwith transmit a copy of this Resolution to the Council of the City of La Mirada. Said Copy shall include Exhibit A, attached hereto.

ADOPTED AND APPROVED this 16th day of July, 1981.


Chairman, Planning Commission

I, GERALD R. WINTERBURN, Secretary to the Planning Commission of the City of La Mirada, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of La Mirada, held on the 16th day of July, 1981, and was finally passed at said regular meeting of the Planning Commission of the City of La Mirada held on the 16th day of July, 1981, by the following vote:

AYES:	COMMISSIONERS:	Baker, Broms, Robertson and Chairman Clinton
NOES:	COMMISSIONERS:	None
ABSENT:	COMMISSIONERS:	Vice Chairman Carden
ABSTAIN:	COMMISSIONERS:	None

ATTEST: 
Secretary, Planning Commission

Resolution No. 81-48
A Resolution of the council
of the City of La Mirada
approving a general plan for
the City of La Mirada

A. Recitals.

(i) In accordance with California Government Code Sections 65351 and 65352, the Planning Commission of this City has heretofore conducted public hearings on a proposed General Plan of the City of La Mirada, which General Plan is attached hereto and marked Exhibit "A" and, by resolution, has recommended that this Council adopt the same.

(ii) In accordance with California Government Code Section 65355, this Council conducted a duly noticed public hearing and concluded the same prior to the adoption of this Resolution.

(iii) All legal prerequisites to the adoption of this Resolution have occurred.

B. Resolution.

NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the Council of the City of La Mirada as follows:

1. All facts stated in the Recitals, Part A, of this Resolution hereby are found to be true and correct.

2. This Council hereby certifies that Environmental Impact Report No. E.I.R. 1-80 has been completed in conformance with the California Environmental Quality Act of 1970, as

Department for the
Education of the
State of New York
Office of the
State Education Commissioner

1. The purpose of this report is to provide information regarding the results of the Statewide Assessment of Student Achievement (SASA) for the 2000-2001 school year. The results of the assessment are presented in this report, along with a discussion of the assessment process and the results of the assessment. The results of the assessment are presented in this report, along with a discussion of the assessment process and the results of the assessment.

2. The results of the assessment are presented in this report, along with a discussion of the assessment process and the results of the assessment. The results of the assessment are presented in this report, along with a discussion of the assessment process and the results of the assessment.

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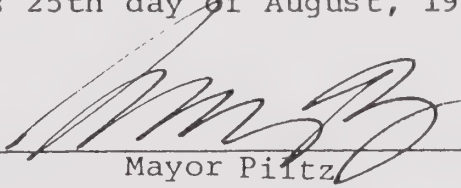
amended, and the Guidelines promulgated thereunder, and, further, that this Council has reviewed and considered the information contained in said Environmental Impact Report No. E.I.R. 1-80 in conjunction with its consideration of this Resolution.

This Council hereby further finds that changes or alterations have been required in, or incorporated into, the project (general plan adoption) which mitigate or avoid any and all significant environmental impacts thereof identified in said Environmental Impact Report No. E.I.R. 1-80.

3. In accordance with California Government Code Section 65357, this Council hereby adopts the General Plan attached hereto as Exhibit "A" as the General Plan for the City of La Mirada.

4. The City Clerk shall certify to the adoption of this Resolution.

ADOPTED AND APPROVED this 25th day of August, 1981.



Mayor Piitz

I, ANNA J. MARTIN, City Clerk of the City of La Mirada, do hereby certify that the foregoing Resolution was introduced at a regular meeting of the City Council of the City of La Mirada held on the 25th day of August, 1981, and was finally passed at said regular meeting of the City

Council of the City of La Mirada held on the 25th day of
August, 1981, by the following vote:

AYES:	COUNCILMEN: Councilmen: Peters, Rew, Simendinger, Mayor Pro Tem Ashley and Mayor Piltz.
NOES:	COUNCILMEN: None.
ABSENT:	COUNCILMEN: None.
ABSTAINED:	COUNCILMEN: None.

ATTEST: Anna J. Martin
City Clerk of the City of
La Mirada

City of La Mirada General Plan

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The planning PROCESS

The planning process in La Mirada is similar to that of most cities in California which have exercised the authority granted to them by the legislature. In La Mirada, the planning process is administered by the planning agency which is a combination of the City Planning Staff, City Planning Commission, and City Council. Except when legislative decisions are necessary, the Planning Commission carries out the City's planning responsibilities including the implementation of the General Plan.

In 1965, the City Council adopted the La Mirada General Plan entitled "1985." As the title indicates, that was a 20-year plan designed to carry the City past its formative years into an era of full growth. The results of those planning efforts are evident in the character and quality of the private and public development throughout the City. Citizen interaction, the support of the local government, the general attitude towards the community expressed by residents, businessmen, employees, and visitors have helped in the development of a highly successful planning process.

In its continuing planning effort, the City Council initiated a General Plan revision which has resulted in the adoption of this General Plan Document. The 1980 La Mirada General Plan was prepared in compliance with the 1980 General Plan Guidelines, adopted by the State of California, and Senate Bill SB 1448.

General Plan Requirements

The California State Government Code requires local General Plans to comply with the following:

- Government Code Section 65300 - Each planning agency shall prepare, and the legislative body of each county and city shall adopt, a comprehensive, long-term general plan for the physical development of the county or city and of any land outside its boundaries which, in the planning agency's judgment, bears relation to its planning.
- Government Code Section 65301 - The General Plan shall be so prepared that all or individual elements of it may be adopted by the legislative body for all or part of the territory of the

county or city and such other territory outside its boundaries which in its judgment bears relation to its planning.

- Government Code Section 65302 - The General Plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

- Land use
- Circulation
- Housing
- Conservation
- Open space
- Seismic safety
- Noise
- Scenic highway
- Safety

The La Mirada General Plan includes all nine of the required elements plus an additional element dealing with the City's economy. These elements focus on the planning issues of the 1980's. They are intended to be technically accurate, socially acceptable, economically sound, and practical to implement.

The General Plan includes background data, issue identification, constraints, and implementation programs suggested for attaining the goals of the community. Following are the legislative mandates for the individual Elements of the General Plan.

Land Use

Government Code Section 65302(a): A land use element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territories covered by the plan. The land use element shall also identify areas covered by the plan which are subject to flooding and shall be reviewed annually with respect to such areas.

Circulation

Government Code Section 65302(b): A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.

Housing

Government Code Section 65302(c): A housing element, to be developed pursuant to regulations established under Section 41134 of the Health and Safety Code, consisting of standards and plans for the improvement of housing and for provision of adequate sites for housing. This element of the plan shall make adequate provision for the housing needs of all economic segments of the community. Such element shall consider all aspects of the current housing technology to include provisions for not only site-built housing but also manufactured housing, including mobile homes and modular homes.

Conservation

Government Code Section 65302(d): A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. That portion of the conservation element including waters shall be developed in coordination with any county wide water agency and with all district and city agencies which have developed, served, controlled or conserved water for any purposes for the County or City for which the plan is prepared.

Open Space

Government Code Section 65560: (a) "Local open space plan" is the open space element of a county or city general plan adopted by the board or council,

either as the local open space plan or as the interim local open space plan adopted pursuant to Section 65563. (b) "Open space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open space use as defined in this section, and which is designated on a local, regional, or state open space plan as any of the following:

- 1) Open space for the preservation of natural resources including but not limited to, areas required for the preservation of plant and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.
- 2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
- 3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
- 4) Open space for public health and safety, including but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds; areas presenting high fire risks; areas required for the protection of water quality and water reservoirs; and areas required for the protection and enhancement of air quality.

Seismic Safety

Government Code Section 65302(f): A seismic safety element consisting of an identification and appraisal of seismic hazards such as susceptibility to surface ruptures from faulting, to ground shaking, to ground failures, or to effects of seismically induced waves such as tsunamis and seiches.

The seismic safety element shall also include an appraisal of mudslides, landslides, and slope stability as necessary geologic hazards that must be considered simultaneously with other hazards such as possible surface ruptures from faulting, ground shaking, ground failure, and seismically induced waves.

To the extent that a county's seismic safety element is sufficiently detailed containing appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's seismic safety element that pertains to the city planning area within the county's jurisdiction, in satisfaction of this subdivision.

Noise Element

Government Code Section 65302(g): A noise element, which shall recognize guidelines adopted by the Office of Noise Control pursuant to Section 46050.1 of the Health and Safety Code, and which quantifies the community noise environment in terms of noise exposure contours for both near- and long-term levels of growth and traffic activity. Such noise exposure information shall become a guideline for use in development of the land use element to achieve noise compatible land use and also to provide baseline levels and noise source identification for local noise ordinance enforcement.

Scenic highway Element

Government Code Section 65302(h): A scenic highway element for the development, establishment, and protection of scenic highways pursuant to the provisions of Article 2.5 (commencing with Section 260) of Chapter 2 of Division 1 of the Streets and Highways Code.

Safety Element

Government Code Section 65302(i): A safety element for the protection of the community from fires and geologic hazards including features necessary for such protection as evacuation routes, peak load water supply requirements, minimum road widths, clearances around structures, and geologic hazard mapping in areas of known geologic hazards.

Relationship to the 1965 General Plan

As a result of the overwhelming support of the general goals and policies adopted in the 1965 General Plan, it is the intent of the City that the basic principles adopted therein become embodied within the framework of the 1980 General Plan. To that end, those principles which are restated below are also reflected in the goals and policies delineated in each of the following General Plan Elements:

- Preserve established neighborhoods.
- Attract and stimulate capital investment on a continuing basis to maintain the high quality living environment and further stabilize the City's tax base.
- Encourage the continued beautification of the City.
- Continue to provide a high level of services on a city wide, equitable basis without creating an undue tax burden.
- Attract and retain quality retail and commercial services.
- Maintain an atmosphere conducive to industrial development.
- Monitor City conditions continuously to anticipate problems before they become significant.

- Maintain a balanced community which meets the local needs of all residents.
- Strive for the appropriate and rational annexation of unincorporated areas.

Background and History

La Mirada was incorporated as a general law city on March 23, 1960. The City today comprises approximately 7.8 square miles. To the north of the City is an unincorporated area under the jurisdiction of Los Angeles County and the City of Whittier. The City of Buena Park is located to the east and south and the City of Santa Fe Springs is located to the west. La Mirada has excellent access to the Los Angeles region. Both the Santa Ana Freeway (Interstate 5) and the main line tracks of the Southern Pacific and Santa Fe Railroads cross the southwestern part of the City.

La Mirada was once part of Rancho Los Coyotes, a large ranch deeded to Manuel Nieto by the Spanish Governor Diego de Borcia. The 2,218-acre (3.5 square miles) Windermere Rancho formed part of this land grant and was used for raising sheep. In 1895 it was purchased by Andrew McNally of the Rand-McNally Atlas firm and the La Mirada Land Company was formed for the purpose of developing "Country Gentlemen's" estates of 20 to 40 acres. A beautiful lake called Windermere Lake was developed for the use of the residents in the area. The growing of olives and lemons became the predominant use of the land in La Mirada until 1953 when the property of Andrew McNally was sold for subdivision development.

With accelerated home building in the seven years between 1953 and 1960, La Mirada became a community of 22,000 people. The new residents fought annexation by surrounding cities for three years and in 1960 finally won home rule through incorporation as a City. Since incorporation, La Mirada has experienced further growth and has developed an efficient city government. In 1970 the population of the City was slightly over 35,000 residents. Today La Mirada is a fully developed, stable, mature, suburban City. The 1980 population of the City has been reported as approximately 40,986 residents. The bulk of the growth in population between 1970 and 1980 has been from the annexation of unincorporated areas within the City's Sphere of Influence.

Introduction

The Land Use Element of the General Plan has been prepared to conform with the California Government Code Section 65302(a). According to the code, standards for population density and building intensity for each proposed land use should be recommended. These recommendations will guide the general distribution, location, and extent of public and private land use designations. A requirement of the General Plan Guidelines since 1955, the Land Use Element has the broadest scope and the greatest influence of the nine mandatory elements. The Land Use Element is largely dependent upon the goals, objectives, and policies of the other elements of the General Plan. General Plan Guidelines require that the Land Use Element take into account the broad issues of hazards; natural resources; aesthetic, cultural and recreational resources; community development; housing and infrastructure.

Conditions and Trends

The City of La Mirada reflects urban development which is almost completely consistent with the City's 1965 General Plan. That plan called for a community with a low-density, single-family residential character. Some medium-density and high-density residential development was to be concentrated around shopping centers. Commercial uses were to be grouped in such a way as to be convenient to each of the residential neighborhoods. Controlled light industrial activities were to be allowed in the southern areas, away from the quieter residential activities. Facilities of a community nature were to be located in the center of the City, equally accessible to all areas of the City.

Connecting these various uses was to be a circulation system which was to provide smooth and safe traffic flow throughout the City without disruption of residential areas, local parks, and elementary schools. Providing access both to the metropolitan area as well as to the industrial areas was the free-way system.

RESIDENTIAL

As illustrated in Table 1 and on the existing zoning map (see Figure 1), single-family residential development is the predominant land use in the City. These areas are well located throughout the City and are highly convenient to their complementary activities (schools, parks, neighborhood



city of la mirada

EXISTING ZONING
figure 1

shopping) and have easy access to community activities and employment. Although limited in medium- and higher-density residential development, the higher-density development which has occurred is located to provide buffering for the less active single-family areas simultaneously placing the higher concentrations of population nearer the more active uses. In general, the residential areas have successfully fulfilled the goals of the 1965 General Plan.

COMMERCIAL

Commercial services have been provided at four general levels: neighborhood retail, community retail, office, and highway commercial. Neighborhood retail services are located within walking distances of the majority of residences. Community retail services are provided at the La Mirada Mall which is located near the geographic center of the City, conveniently accessible to the entire population. Administrative and professional offices are dispersed to various locations in the City. This dispersal creates no high concentration of traffic yet allows ease of access. Lastly, a limited amount of highway commercial provides services to travelers. Being in the midst of a metropolitan area, the available service satisfactorily meets the desires for such service.

INDUSTRIAL

All industrial activity has been concentrated in areas around the railroad lines and the Interstate Freeway at the southern part of the City. Location of industrial land uses in this vicinity serves the dual purpose of segregating typically incompatible industrial activities from residential areas as well as concentrating industrial and regional transportation routes away from residential neighborhoods. Moreover, the City's high development standards have resulted in industrial areas which are aesthetically pleasing.

COMMUNITY FACILITIES

The City's Civic Center, constructed in 1959, houses the offices of the City's government, the municipal library, and fire station. Located adjacent to the Civic Center complex on the east and south are the La Mirada Regional Park and golf course and the Olive Lawn Memorial Park. Biola College is located across the street from the Civic Center on the west side of La Mirada Boulevard. Approximately one mile north of the Civic Center is the La Mirada Community Hospital while the City's Civic Theater and Post Office is a similar distance to the south.

PARKS AND OPEN SPACE

La Mirada's desirable setting among rolling hills has provided a natural environment for the City's system of parks and open space which is located throughout the community. Beginning with Neff Park, the City's first public park, La Mirada has assured neighborhood parks convenient to all residential neighborhoods as well as the La Mirada Creek greenbelt which provides a series of recreation spots and open spaces winding across the City and tying into the Regional Park and golf course. Besides providing a relaxing background to the City's neighborhoods, these green areas also establish a sense of a natural environment as one drives through the City.

GENERAL

Comparison of Tables 1 and 2 emphasizes the near complete compliance with development as envisioned in the earlier General Plan. Although the planning area of the 1965 General Plan included many areas subsequently annexed by other jurisdictions, the land uses included in that plan within the City have surprisingly been achieved in almost the same percentages in all categories of land use. Figure 2 graphically displays these percentages.

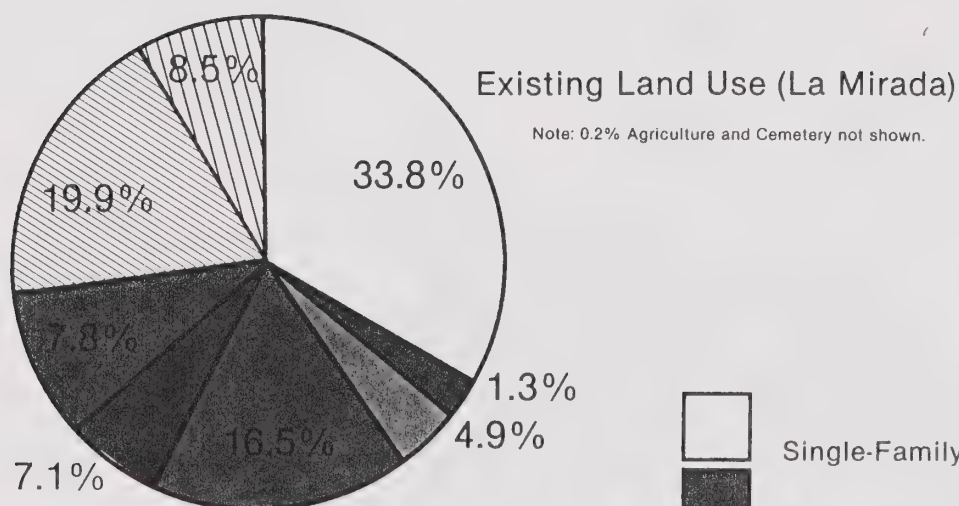
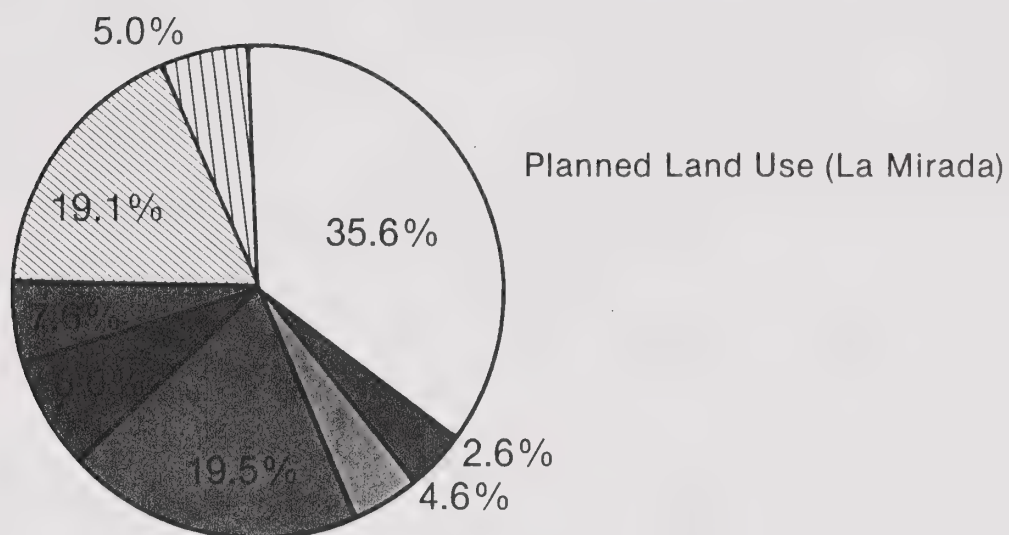
The existing land uses in the City of La Mirada have been inventoried and are as follows:

Table 1
Inventory of Existing Land Uses Within City Boundaries (1980)

	<u>Acreage</u>	<u>Percent</u>
Single-Family Residential	1,682	33.8
Multi-Family Residential	65	1.3
Commercial and Office	244	4.9
Industrial	821	16.5
Parks	353	7.1
Public and Quasi-Public	388	7.8
Agriculture	7	0.1
Cemeteries	5	0.1
Streets	991	19.9
Vacant (Committed for Development)	<u>423</u>	<u>8.5</u>
Total	4,979	100.0

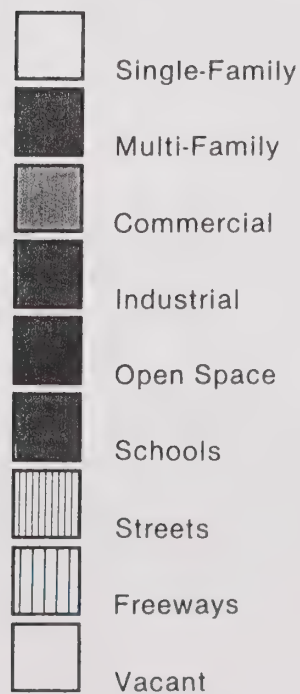
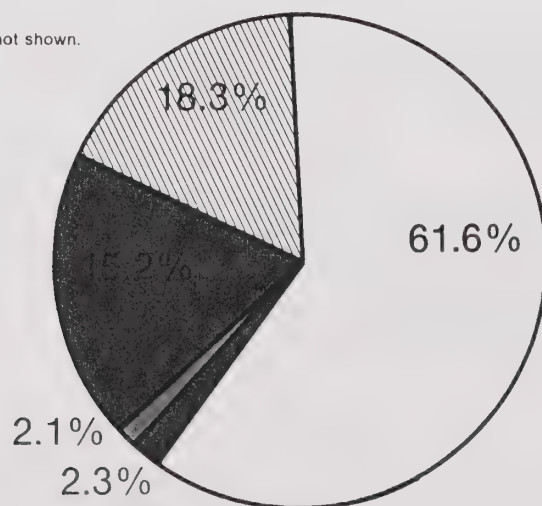
FIGURE 2

DISTRIBUTION OF LAND USES



Existing Land Use (Sphere of Influence)

Note: 0.5% Vacant not shown.



The ultimate distribution of land uses projected in the 1965 General Plan were as follows:

Table 2
Projected Land Use Distribution Within
Planning Area (1965 General Plan)

<u>Planning Area</u>	<u>Acreage</u>	<u>Percent</u>
Single-Family Residential	3,075	35.6
Multi-Family Residential	225	2.6
Commercial and Office	400	4.6
Industrial	1,685	19.5
Parks	520	6.0
Public and Quasi-Public	650	7.6
Streets	1,650	19.1
Freeways and Interchanges	<u>430</u>	<u>5.0</u>
Total	8,635	100.0

There are no indications that the present trend in distribution of land uses will change significantly. While approximately 423 acres of vacant land existed at the time the inventory was conducted in late 1979, all of that land was already committed for development. Thus, the Land Use Element of the General Plan focuses on the quality of development instead of the usual distribution and location of land uses that occurs in those cities where various locations and alternatives exist for future land use planning.

SPHERE OF INFLUENCE

In addition to the area within the City of La Mirada, there are three areas inside the City's Sphere of Influence (Figure 3), including one area which is the joint Sphere of Influence of the City of La Mirada and the City of Whittier.

Legislation requires all local agency formation commissions to adopt Spheres of Influence for all cities and special districts under their jurisdiction. The purpose of the adopted Sphere of Influence is to enable the local agencies to logically plan for their ultimate physical boundaries and service areas.

Adoption of the Sphere of Influence does not initiate annexation proceedings, nor does the adoption of the Sphere give automatic approval to any future annexation proposals. Each annexation proposal will require specific justification and approval.

The Los Angeles County Local Agency Formation Commission (LAFCO) adopted a Sphere of Influence for the City of La Mirada in December of 1976. This Sphere represents those areas which currently receive both tangible and intangible benefits or services from the City of La Mirada or those areas which, through mutual agreement or affirmation with adjacent cities and LAFCO, most logically fall under the ultimate jurisdiction of La Mirada.

The following discussion provides a brief description of each area:

- Area A is approximately 230 acres in size. The area is bounded by Telegraph Road, Valley View Avenue, and Imperial Highway. Land uses (Table 3) within this area are primarily residential with some commercial uses located on the major roadways in the area. A county branch library and elementary school are also located in the area. The residential population of the area is estimated to be approximately 2,500 people.

Table 3
Area A-Land Uses

	<u>Acreage</u>	<u>Percent</u>
Single-Family Residential	156	67.8
Multi-Family Residential	1	0.4
Commercial and Office	16	7.0
Public and Quasi-Public	13	5.6
Streets	41	17.9
Vacant	<u>3</u>	<u>1.3</u>
Total	230	100.0

- Area B is approximately 140 acres in size and is bounded by Leffingwell Road, Stamy Road, Lemon Drive and Santa Gertrudes Avenue. Land Uses (Table 4) within Area B include residential uses, an elementary school, an intermediate school, and some commercial uses. The residential population of the area is estimated to be approximately 750 people.

Table 4
Area B-Land Uses

	<u>Acreage</u>	<u>Percent</u>
Single-Family Residential	56	31.8
Multi-Family Residential	51	29.0
Commercial and Office	3	1.7
Public and Quasi-Public	40	22.7
Streets	24	13.7
Vacant	<u>2</u>	<u>1.1</u>
Total	176	100.0

- Area C is approximately 580 acres in size and contains a mix of residential and commercial land uses, a high school, junior high school, two elementary schools, and a county fire station (Table 5). The area is bounded by Leffingwell Road, Lambert Road, Valley View Avenue, the La Habra city limit, Imperial Highway, and Santa Gertrudes Avenue. This area is within the joint sphere of influence of the cities of La Mirada and Whittier. The residential population of the area is estimated to be approximately 6,800 people.

Table 5
Area C-Land Uses

	<u>Acreage</u>	<u>Percent</u>
Single-Family Residential	376	64.8
Multi-Family Residential	6	1.0
Commercial and Office	1	0.2
Public and Quasi-Public	90	15.5
Streets	107	18.5
Vacant	<u>0</u>	<u>0.0</u>
Total	580	100.0

Table 6
Sphere of Influence Land Uses

	<u>Acreage</u>	<u>Percent</u>
Single-Family Residential	580	61.6
Multi-Family Residential	22	2.3
Commercial and Office	20	2.1
Public and Quasi-Public	143	15.2
Streets	172	18.3
Vacant	<u>5</u>	<u>0.5</u>
Total	942	100.0

The following discussion addresses the constraints and opportunities which exist throughout the City. It should be emphasized that these situations exist in an atmosphere of high quality development. Therefore, many of the issues discussed are geared toward maintaining the existing high quality of development in the City of La Mirada. Not surprisingly, these issues revolve around the visual character of the City.

Opportunities

ISSUES

1. Community Development - Community and Neighborhood Facilities
 - a. Convenient Community Facilities - Land uses in the City are arranged for minimum conflict and maximum support. The four major land use functions in the City of La Mirada which serve the general populace are located near the center of the City. These are City Hall, Biola College, La Mirada Regional Park, and La Mirada Mall. Each landmark is a focal point of interest and activity for all residents and visitors to La Mirada and is within easy access of a major arterial street. The central location and easy access to City Hall and the La Mirada Mall, in particular, reinforce the perception that this is the center of the City.

- b. Convenient Neighborhood Facilities - Neighborhood facilities and services required by residents in all areas of the City are properly dispersed throughout the community. Youngsters are able to walk to elementary schools and parks and shoppers are able to find neighborhood services without having to leave their neighborhoods.

2. Community Development - Compatibility of Land Uses

The compatibility of land uses is a significant element in the growth of the community. Less intensive activities such as single-family residences, neighborhood parks, and elementary schools are adjacent to one another. More intensive activities, such as multi-family apartments, are located adjacent to commercial areas and near major arterials. These higher intensity activities provide market support for retail stores and can be more easily integrated into the design theme of the shopping centers than can single-family homes. The locations of apartments also provide easy access to the City's Dial-a-Ride system. The industrial area, often a severe irritant to adjoining activities, is well concentrated in the southwest part of the City buffered by the railroad and the freeway from more quiet activities. This minimum land use conflict reduces the cost and need for extensive buffering in order to shield properties from visual and noise impacts and to enhance and maintain privacy. Maximum compatibility of land uses enhances the marketability of the community and decreases the potential for blight. It further acts as a catalyst for people to live and work in the community.

3. Community Development - Quality Development

The distribution of land uses throughout La Mirada and the planning philosophy of the City have resulted in a high quality of development. It is pleasant to walk, ride a bicycle, or drive through the community because of the abundant landscaping along the streets, the design and alignment of streets and walkways, the varying topography, and the attractive condition of the buildings. Residential areas have an appealing variety of architectural styles with an appropriate degree of conformity in size and construction quality. Appealing design contributes to community pride and the desirability and economic viability of the City.

4. Effective Planning

Community pride, stability, and citizen involvement are the results of effective planning and implementation. They are measured by the

willingness of people to maintain their homes and by the amount of time people spend in the community. They are also measured by the faith businesses have in locating and investing in the City. In La Mirada the quality of the schools, quiet neighborhoods, minimal crime, accessible parks, low taxes, nearby shopping areas, good street access, and other conditions contribute to resident and business satisfaction and enhance the pride which is an important element of land use.

5. Redevelopment

In order to attract more jobs, revitalize business and industrial opportunities, create a stronger tax base, and achieve an improved appearance for the community, the La Mirada Redevelopment Agency was activated in 1973.

The Redevelopment Agency is emphasizing upgrading and improvement of industrial and commercial areas, involving no residential properties. Furthermore, no federal funding is being used for redevelopment, only private investment. The Agency acquires land at fair market value, relocates businesses when necessary, and resells the land at a competitive price to developers. Funding for projects is provided by issuing municipal bonds or loans which are repaid by the increased assessed value of the improved property. This "tax increment financing" places no undue burden on the owners of existing property, businessmen, or the community.

The Redevelopment Agency cooperates as a partner with business and industry in converting under-used, misused or unused properties to better uses. In this manner, the value of the converted properties, as well as those of adjacent properties, are increased. Concurrently, their functions to the community are also affected.

Without increasing property taxes, the property tax revenues are collected by the Agency to pay off its debts and provide further improvements.

Three Redevelopment Project Areas have been formed. Project #1 involves two noncontiguous areas. One is the La Mirada Mall Center in the geographical center of the City. The other is an industrial area south of Alondra Boulevard with irregular boundaries generally between Trojan Way and the Orange County line. Project #2 involves 20 acres of industrial land at the northeast corner of the Santa Ana Freeway and Valley View. Project #3 encompasses 218

acres of vacant public or commercial property along Beach Boulevard. Redevelopment of these areas has either been completed or negotiations are well underway, providing needed jobs and economic stability.

6. Annexation of Sphere of Influence

Full control of these areas within the Sphere of Influence is possible through cooperation with the Local Agency Formation Commission.

OBJECTIVES

Community Development - Community and Neighborhood Facilities

- Centrally locate major, community-oriented uses to serve the general populace and to supplement the current level of services provided by City Hall, Biola College, La Mirada Regional Park, and La Mirada Mall.
- Maintain a distribution of neighborhood services and facilities within reasonable walking distances of their respective service areas.

Community Development - Compatibility of Land Uses

- Maintain an adequate separation of land uses to optimize the provision of City services and to minimize the detrimental effects associated with incompatible land uses.
- Establish, maintain, and enforce development standards designed to protect the health, safety, peace, comfort, convenience, and public welfare.
- Prohibit the encroachment of industrial development into residential areas, or near residentially developed areas, without adequate development measures.
- Encourage a balance of single-family, multiple-family, commercial, industrial, and open space uses properly planned throughout the community to optimize the quality of life within the City and maximize the identity of the community as a City.

Community Development – Quality Development

- Encourage beautification of the City in general and preserve the natural terrain and vistas giving emphasis to open space, City entrances and the beautification of major streets lacking frontage development.
- Encourage the planting and proper maintenance of landscaping in conjunction with public and private development and street frontages.
- Promote high quality and architectural design and remodeling in commercial developments.

Effective Planning

- Coordinate with businesses, residential, and community associations to promote participation in the City's planning program.

Redevelopment – Annexation of Sphere of Influence

- The City should pursue natural and logical growth of the community within existing City boundaries, annexed areas, and the City's Sphere of Influence.
- The City should strive for rational and appropriate annexation of unincorporated areas to extend the City's jurisdiction and standards to natural or man-made boundaries.
- The City should adopt an annexation plan identifying the purpose, objectives, benefits, and timetable of possible annexation of lands within its Sphere of Influence in order to preclude further blight and deterioration in these areas.

Constraints

ISSUES

1. Community Development - Land Use

- a. Blighting influences of neighborhood commercial areas - The deterioration of shopping centers has a blighting influence on the surrounding area. Any changes in the outward physical conditions, economic value, or status of the commercial areas increases the potential for deterioration, negating the appeal and image of the City. Particularly affected in La Mirada are residential areas which abut certain shopping areas.
- b. Blighting influences of other areas - Deteriorating or unattractive industrial, residential, and commercial areas adjacent to La Mirada can have an adverse influence on the City. Certain residential neighborhoods, for example, have been adversely affected by adjacent land uses outside of La Mirada. The outward physical conditions, economic value, or status of these areas increase the potential for deterioration in La Mirada itself. In addition, the appeal and image of the City could also decline due to the City's proximity to these deteriorating areas.

2. Aesthetics - Commercial Neighborhoods

- a. Unattractive neighborhood commercial areas - The deterioration of neighborhood shopping areas adversely influences the centers within which the stores are located. Visual deterioration affects the economic value of the center and also the desirability of the surrounding area. Visual deterioration may include poor landscaping, proliferation of signs, poor parking areas, poor common area maintenance, and poor building maintenance. Stores having thin profit margins may become the tenants in visually deteriorating centers. These stores either lack the capital or the marketing needed to maintain pleasant appearances. As a result, they become a further detractor to viable tenants.
- b. Unattractive signs - Poorly designed signs detract from the visual appearance of the City's shopping areas. Offensive signs present an uninviting facade and reduce the effectiveness

of appealing structural design, landscaping, and the general appearance found in the rest of the City.

3. Noise

Blighting influences of major arterials - Residences located adjacent to major arterials have a special problem because of the increased need for privacy and protection from noise. To remedy these problems, walls and fences have been erected to protect individual properties. Some visual deterioration is beginning to occur in isolated places on some of these walls and fences. The future desirability of the City is based upon the objective and subjective qualities which residents find in the community. These include status, visual attractiveness and the expectation that the high quality environment will be maintained. Any visual deterioration, or hint of visual deterioration, even on arterial walls and fences, affects the image of the City to potential investors and residents.

4. Sphere of Influence - Lack of Proper Planning and Development

Areas which are within La Mirada's sphere of influence easily become identified with the image of the City. Any deterioration in these areas adversely affects investment in La Mirada itself. The La Mirada Sphere of Influence represents a variety of land uses. In comparison to the incorporated areas of La Mirada, there is a more apparent need for general upgrading and improvement. Much of this is the result of a lack of consistency in land uses. As an example, there are blocks where residential dwellings surround commercial areas. This mixture of land uses results in a poor overall appearance. Structures also vary in the setback distance between the building and the street. In addition, parking lots are located adjacent to front lawns and commercial signs of varying sizes and shapes are present.

5. Sphere of Influence - Unattractive Physical Appearance

The Sphere of Influence is also characterized by areas of strip commercial along the major arterials. Residential areas include housing similar to the residential areas in La Mirada, having been built between 15 and 25 years ago. The condition of these homes vary, with some in good condition and some needing repair. There are no recreational areas of any significance and landscaping along streets is minimal. Strip commercial development, for instance, occurs along Telegraph Road. The stores are not well maintained and lack proper landscaping indicating a lack of sales productivity. Annexation of this area would probably require remedial actions to improve the

landscaping and building appearance to the same standard as the incorporated area. Strip commercial is also difficult to redevelop because of the many owners and type of lots. Since the housing in the area is not as well maintained as that in the incorporated area, its future is more in doubt and is not appealing to investors and future residents.

OBJECTIVES

Community Development - Land Use

- Mitigate the physical and economic deterioration of properties which affect the economic stability and visual environment of the community by zoning enforcement.
- Encourage ongoing maintenance and the modernization of shopping centers, industrial centers and residential neighborhoods through land use controls, land use incentives, and redevelopment.
- Minimize the encroachment into La Mirada of deteriorating industrial, residential, or commercial areas by emphasizing an ongoing maintenance program for public and private improvements.

Aesthetics - Commercial and Industrial Centers

- Establish use and architectural design standards for commercial and industrial centers which include, but are not limited to, consistency of building designs and materials within common shopping areas; the use of standardized signing within shopping centers; increased use of landscaping; common maintenance agreements for parking areas; landscaping in shopping centers; and adequate provisions for buffering of adjoining residential neighborhoods.
- Update the City's sign regulations to establish: minimum requirements for quality, design and appearance, and maximum use and sign standards. Furthermore, signing in commercial and industrial areas should be de-emphasized to permit only such signing as may be needed for adequate identification.

Noise

- Minimize through-traffic in residential neighborhoods.
- Upgrade and retrofit, where possible, existing uses which are severely impacted by noise generated along major arterials with noise attenuation facilities.

Sphere of Influence - Proper Development

- The City should encourage the Local Agency Formation Commission and the Los Angeles Regional Planning Commission to coordinate planning, zoning, and development activities located within the City's Sphere of Influence with the La Mirada General Plan and planning agency.
- The City should pursue early annexation of such areas in its Sphere of Influence which detrimentally affect the City's position, image, and property values.
- The City should encourage development which may occur within its Sphere of Influence to be consistent in intensity and compatible in design and quality to similar development within the City.

Goals

Land use and development patterns affect the quality of the social, physical, and economic aspects of community development. In the past, the City of La Mirada has had the benefit of proper land use planning and implementation. Continued attention to the land use goals will enhance the community's ability to continue to meet its needs in the future.

- Provide a balance of the various factors within the City so as to emphasize local identity, preserve established neighborhoods, maintain a high quality of living, and create an efficient yet pleasing environment.
- Provide an environment to stimulate local employment, community spirit, property values, community stability, the tax base, and the viability of local businesses.

- Create an atmosphere conducive to industrial development, maintaining the economic balance within the community, and encourage manufacturing facilities to complement the commercial economy.

Goals Implementation

The problems discussed previously will require monitoring and possible future remedial action by the City. In attending to these problems early, neither hasty nor less-than-satisfactory solutions need be considered. Thus, the City's greatest opportunity lies in having total control over potential problems rather than having serious problems which later demand specific reactions by the City. Because of this control, the City does not have to focus resources toward future rehabilitation. In order to maintain this quality, the City must continue to monitor community conditions as neighborhoods, business, and industrial districts mature.

The following measures are recommended as a means of implementing the goals, objectives, and policies of the Land Use Element:

- Amend the zoning ordinance and zoning map as necessary for consistency with the goals, objectives, and policies of the Land Use Element and Land Use Plan.
- Maintain zoning and code enforcement to assist in maintaining neighborhood stability and property values.
- Maintain communication with the Local Agency Formation Commission and Los Angeles County Regional Planning Commission to monitor development activities in the Sphere of Influence.
- Minimize the potential impacts of deteriorating commercial centers on adjacent residential properties as feasible.
- Adopt sign controls to reduce the negative impact of signs which abound near industrial and commercial centers as feasible.

Non-Relevant Issues

The Land Use Element should include a comprehensive approach considering several factors which, when combined, result in a more sound land use plan. However, in La Mirada concerns for growth and new development have diminished due to limited amounts of available land. As a result, several land use factors which might otherwise be significant are of a secondary or lesser concern and become irrelevant to the formulation of the Land Use Element. Should circumstances change where these factors become increasingly more important, the Land Use Element will be updated accordingly. These factors include:

- A. Hazards - flooding.
- B. Natural resources including water, forests, agriculture, soils, minerals, fish, wildlife, and rare and endangered species.
- C. Infrastructure including ports, harbors, waterways; solid waste disposal facilities; water, sewer and drainage facilities; and public facilities.

Policies

1. The City hereby adopts the Land Use Plan (Figure 3) and the associated definitions (below) as the City's land use and growth development policy. The development of property within the City's jurisdictional boundaries and Sphere of Influence shall be consistent with the land use categories designated on the Land Use Plan and such other General Plan Policies and City Ordinances adopted and in effect.

The definitions of the various land use categories shown on the General Plan Map (Figure 3) are as follows:

- SINGLE-FAMILY, LOW DENSITY - single-family residences with a density of less than six dwelling units per net acre.
- SINGLE-FAMILY, MEDIUM DENSITY - including duplexes, townhouses, and garden apartments with a density ranging from 6 to 15 dwelling units per net acre. Adequate open space is assumed.



city of la mirada

general plan map
figure 3

- MULTIPLE-FAMILY - primarily including apartments ranging from 15 to a maximum of 28 dwelling units per net acre. Adequate open space is assumed.
 - MOBILE HOME PARK - including mobile homes and factory-built structures developed under specific plans.
 - PARKS AND OPEN SPACE - including parks, public and private golf courses, "tot lots," greenways along drainage channels and private open space areas designed for recreational purposes.
 - BUSINESS PARK - including regional shopping center facilities; professional and administrative offices and corporate headquarters; hotels and motels; restaurants; and light manufacturing in conjunction with retail oriented commercial.
 - HIGHWAY COMMERCIAL - including motels, restaurants, service stations, automotive dealers, and other establishments oriented to the automobile and traveling public.
 - RETAIL COMMERCIAL - including regional shopping center facilities, neighborhood convenience centers, and similar small retail or service stores, doctors', dentists', general, and business offices and related uses.
 - INDUSTRIAL PARK - including light manufacturing, storage, warehousing and distribution, motels, restaurants, service stations, automotive dealers, and other establishments oriented to the automobile and traveling public.
 - HEAVY INDUSTRIAL - including heavy manufacturing including major fabricating development and production of materials, food product plants, major equipment and contractor storage yards, and other general manufacturing activities.
 - PUBLIC AND QUASI-PUBLIC - including schools, hospitals, and civic facilities.
2. The City will amend its zoning, subdivision, and development ordinances and adopt legislation, as needed, to implement the provisions of the General Plan.

3. The City shall utilize zoning enforcement, rehabilitation programs and encourage voluntary efforts to stem deterioration of neighborhoods affecting the values and enjoyment of property within the City.
4. The City shall encourage the use of professionals and citizens to review and advise on the architectural designs of new developments and regarding the adoption of architectural standards, minimum requirements and criteria for design, setbacks, landscaping, and other factors which affect the appearance of the development.
5. The City shall continue to implement its sign ordinance for commercial and industrial signing to allow a reasonable degree of identification, minimize competition among signs, and eliminate the proliferation of unnecessary signs which advertise individual products and services, as necessary.
6. The City shall coordinate its efforts with those of the Local Agency Formation Commission and County Regional Planning Commission with regard to development within the City's Sphere of Influence, assuring that such development is consistent with City standards to the extent feasible.
7. The City-recommended standards for building intensity shall be those now stated as development standards in the City's Zoning Ordinance.
8. The City hereby adopts the goals, objectives, and policies delineated in this land use element as land use goals and objectives and policies for the City. Any project which may affect the land use of the City should be consistent with the goals, objectives, and policies of the Land Use Element and General Plan.

Introduction

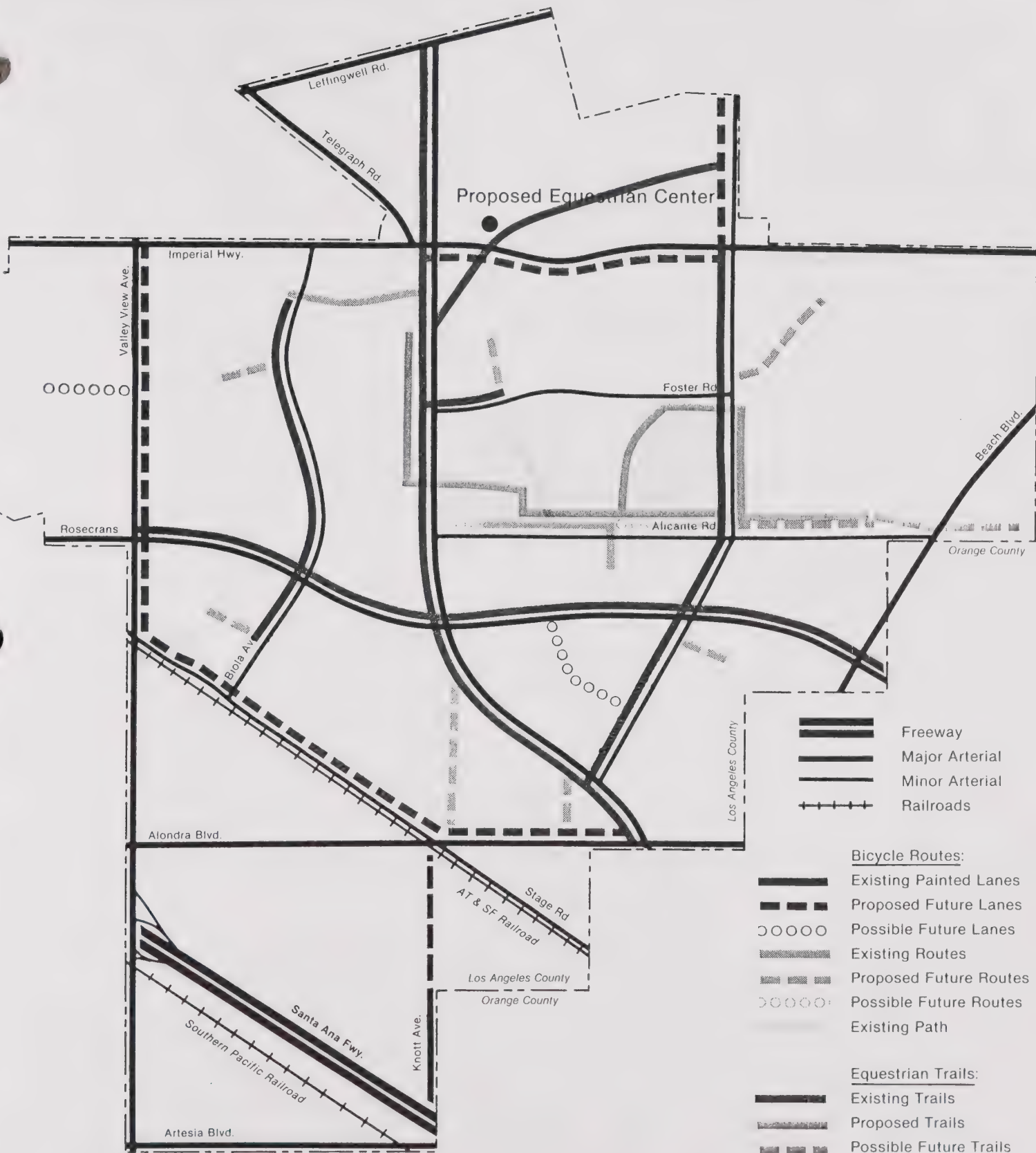
In accordance with Government Code Section 65302(b) the circulation element emphasizes the development of a balanced multi-modal transportation system for the City. Analysis and recommendations for circulation systems will be closely coordinated with the Land Use Element. To be effective, the location and extent of local public transportation facilities must provide a transportation system consistent with the designated land uses. These facilities include existing and proposed thoroughfares, transportation routes, rapid transit, railroads, bicycle and pedestrian facilities, and parking facilities.

La Mirada is currently served by an excellent circulation system of arterials and local streets. These connect all parts of the City as well as providing a fast, safe, and convenient flow of traffic with minimum disruption of neighborhoods and minimum impact from noise. Other modes of transportation are also integrated into the City's circulation system. Bikeways and pedestrian walkways provide alternatives to the automobile and offer recreational opportunities. Likewise, the railroad and freeway serve the needs of the industrial area of the City. Figure 4 shows the components of the City's circulation system.

Conditions and Trends

The street system in La Mirada is designed so that motorists use different types of streets for different purposes. Arterial streets provide fast travel between focal points within the City and surrounding areas. Neighborhood shopping facilities, the community shopping mall, La Mirada Park, the Community Hospital, City Hall, Biola College, and the industrial area of the City can conveniently be reached. These streets are designed to sensitively conform to the City's topography thus adding to the enjoyment and visual stimulation for motorists driving through the community. This street system also allows an efficient and effective public transportation system. This in turn greatly reduces energy consumption. Figure 5 depicts the major destination points served by the circulation system.

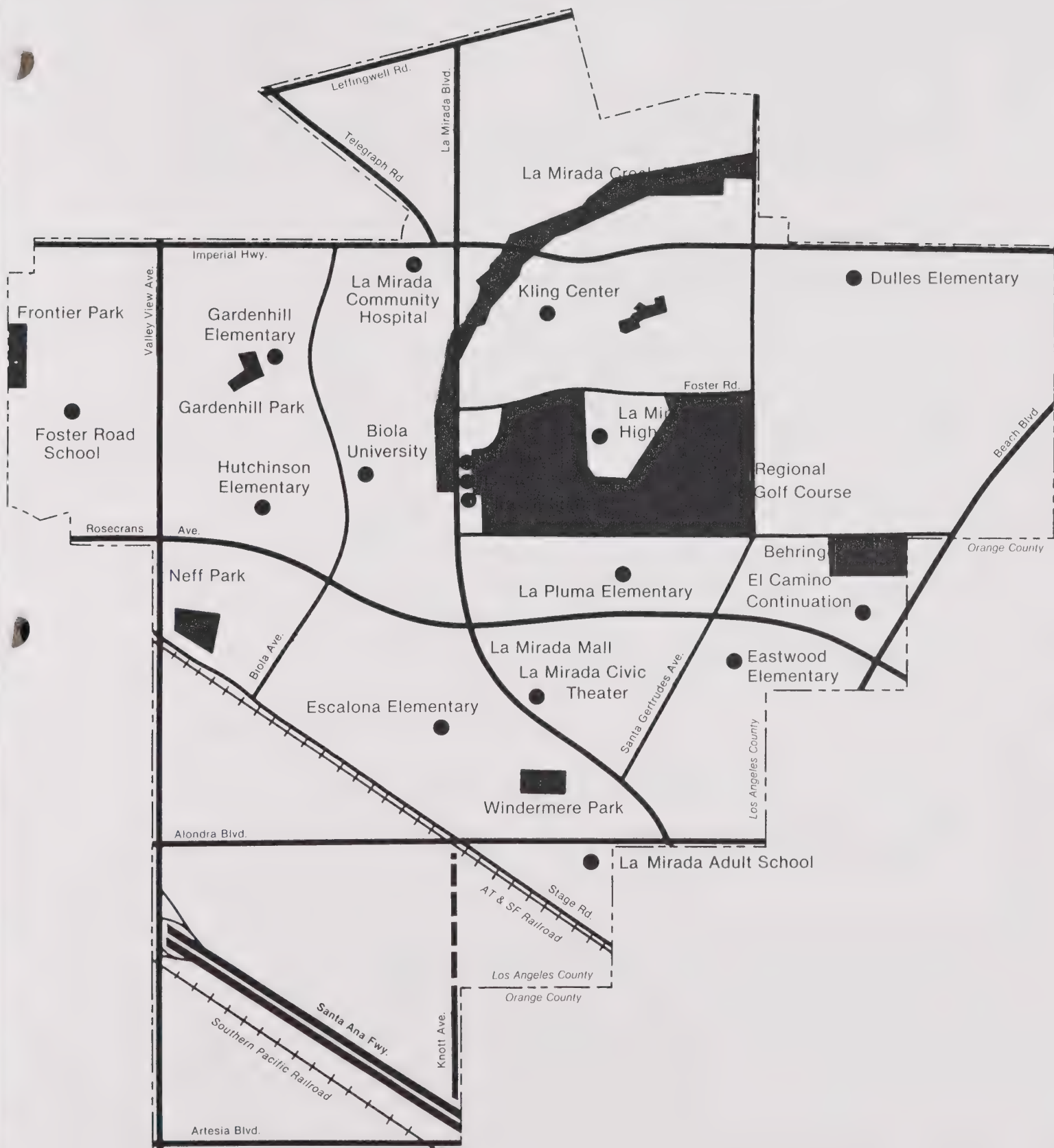
Local streets, in contrast, are intended to serve only the residential neighborhoods. They have a curvilinear design which provides maximum visual appeal and minimizes speed. The separation of residential streets from arterials maintains quiet and safe neighborhoods while providing easy access to each home.



city of la mirada

transportation systems

figure 4



city of la mirada

major destination points

figure 5

FREEWAYS

The City of La Mirada is served by a number of freeways which effectively connect La Mirada with all areas of the greater Los Angeles-Orange County Metropolitan area. The existing and proposed freeways consist of:

- Interstate Highway 5 (Santa Ana Freeway) which bisects the industrial section of the City and provides residents and businesses with excellent access to San Diego County, Orange County, and the greater Los Angeles Metropolitan area.
- State Highway 91 (Artesia-Riverside Freeway), although not located within the City, is within easy access to La Mirada and provides major east-west access to Riverside County, San Bernardino County, Orange County, and the greater Los Angeles Metropolitan area.
- The California Department of Transportation (CALTRANS) has designated State Highway 39, Beach Boulevard, as the route for the proposed Huntington Beach Freeway. The proposed freeway would provide a major link between Los Angeles and Orange Counties. This route, if constructed, would serve the eastern portions of the City. It is important to note, however, that CALTRANS has indicated that the probability of this freeway being constructed is very remote.

ARTERIALS

There are currently ten major arterials serving the City: Alondra Boulevard, Artesia Boulevard, Beach Boulevard, Imperial Highway, La Mirada Boulevard, Leffingwell Road, Rosecrans Avenue, Santa Gertrudes Avenue, Telegraph Road, and Valley View Avenue. Table 7 shows the average daily traffic volumes for these major arterials.

In addition, a series of minor arterials supplement the major circulation system. These include Adelfa Drive, Alicante Road, Biola Avenue, Firestone Boulevard, and Stage Road. These streets function as collector streets. These well-placed streets complete the well-balanced circulation system which the City has constructed to provide an efficient flow of traffic to places of importance while protecting residential neighborhoods.

Table 7
Major Arterials: Average Daily Traffic Volumes

Arterial	Average Daily Traffic Volume	Location	Peak Hour
Alondra Boulevard	17,400	West of Stage Road	NA
Artesia Boulevard	11,000	West of Marquart	NA
Beach Boulevard	25,061	South of Rosecrans	NA
Imperial Highway	25,600	East of Valley View	NA
La Mirada Boulevard	18,100	North and South of Rosecrans	4: 30 p.m.
Leffingwell Road	17,500	East of Telegraph	NA
Rosecrans Avenue	13,100	East and West of Santa Gertrudes	4: 45 p.m.
Santa Gertrudes	14,400	North of Rosecrans	NA
Stage Road	2,900	West of Barbata	4: 30 p.m.
Telegraph Road	19,600	East of Valley View	NA
Valley View Avenue	11,200	North of Rosecrans	7: 15 a.m.

Source: Los Angeles County Road Department, 1980

BICYCLE ROUTES

In an attempt to provide for non-automotive modes of transportation, the City of La Mirada has adopted a Master Plan of Bikeways which currently includes approximately 14½ miles of existing bike lanes, bike routes, and bike paths. Since travel is permitted in both directions on existing bikeways, the total distance presently available for La Mirada cyclists is nearly 29 miles.



In addition, another 11 miles of lanes and routes are proposed for inclusion in the master plan. The bikeways, in addition to serving as viable modes of transportation, are also valuable in terms of recreational opportunities.



RAILROADS

La Mirada is currently served by two railroad companies, the Southern Pacific Railroad located southerly of the Santa Ana Freeway, and the Atchison, Topeka and Santa Fe (A.T. & S. F.) Railroad located northerly of the Santa Ana Freeway. Both of these companies provide freight service to the industrial portions of the City.

The Southern Pacific operates two line haul freight trains through the City of La Mirada. Several additional trains also travel through La Mirada.

The A.T. & S.F. operates about twenty-four (24) freight trains through the City each day. Four to seven trains serve the industrial portions of the City. Amtrak passenger trains currently pass through the City utilizing A.T. and S.F. right-of-way; however, at this time, no direct passenger service is provided to the City of La Mirada.

PUBLIC TRANSIT

Some modes of transportation serving La Mirada provide viable alternatives to use of the private automobile. These include regional transit services as well as local transit service:

- Southern California Rapid Transit District (S.C.R.T.D.) - The City of La Mirada is within the jurisdiction of the S.C.R.T.D. which is responsible for providing county wide public transportation. Presently, the City is served by approximately five local bus routes as well as Park and Ride freeway buses which traverse the City on the Santa Ana Freeway. These buses operate on schedules which vary from 30 minutes to an hour depending on the day of the week.
- Orange County Transit District (O.C.T.D.) - The City of La Mirada is also served by one bus route (Route 29) operated by the O.C.T.D. This route follows Beach Boulevard and operates on a 30-minute schedule.
- La Mirada Dial-A-Ride System - In a further expression of its desire to develop a balanced circulation system, the City of La Mirada is served by a demand activated public transportation system, operated under contract with Community Transit Services, Inc. Ridership on this system varies on a seasonal basis, but averages between 7,000 to 9,000 passengers per month.

Opportunities

ISSUES

1. Maintenance of Existing Streets - The City is fortunate to have a street system which is properly designed and constructed. Aware of the substantial capital investment of public roads, the City has implemented a comprehensive street maintenance program designed to maintain streets in optimum condition.
2. Parking - As a result of successful planning and development review procedures, parking has not become a problem. Local businesses, industries, and residential developments have developed adequate parking facilities according to need.
3. Alternative Transportation Modes - Development within the City incorporates pedestrian and bicycle facilities. In addition, alternate modes of public transportation serve residents throughout the community.

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3. Alternative Transportation Modes - Development within the City incorporates pedestrian and bicycle facilities. In addition, alternate modes of public transportation serve residents throughout the community.

OBJECTIVES

Maintenance of Existing Streets

- The City should continue an aggressive program of preventive and corrective street maintenance in order to insure the most safe and efficient flow of traffic possible.
- The City should require construction of curb and gutter improvements and protection of future routes by acquiring adequate right-of-way in approving new development.
- The City should require strict adherence to landscaping requirements.

Parking

- The City should continue to enforce parking development standards in order to provide for the adequate provision of parking facilities based upon demand.
- The City should keep abreast of changes in the transportation industry so as to accommodate changes and new trends which may be beneficial to the City.

Alternative Transportation Modes

- The City should encourage all appropriate agencies to include the City of La Mirada in any planning for future mass transit services.
- The City should support alternative modes of travel, including bicycle, pedestrian, and rail.

Constraints

ISSUES

1. Special Transit Needs - The success of the City's Dial-A-Ride system is evidence that the other fixed route transit systems operating in the City do not meet the needs of special groups. In particular,

elderly and senior citizens, as well as handicapped persons, benefit from the services provided by the Dial-A-Ride system. However, the benefit provided by the fixed-route system to the general populace and lower-income families should not be understated. S.C.R.T.D. and O.C.T.D. provide a significant service interconnecting the City with other county and regional areas. Although the existing design and level of service provide a benefit to the community, cutbacks in staff and budgets, as well as increasing costs of transportation, limit the opportunity to expand current levels of service.

2. The City of La Mirada is among numerous communities in the Los Angeles region which have experienced numerous violations of Federal and State ambient air quality standards.

OBJECTIVES

Special Transit Needs

- The City should encourage a flexible system of public transit where origin and destination demand fluctuates and conventional transit is unfeasible.

Goals

The Circulation Element of the General Plan has been prepared in conformance with the local philosophy that the efficient circulation of persons and goods is essential for the health, safety, convenience, and economic well-being of its citizens. It is also the City's philosophy that a well-balanced community requires a well-balanced circulation system that will accommodate existing and future modes of transportation.

The City of La Mirada intends to maintain its high level of safe, convenient, and efficient circulation. To do this, the specific goals of the City are:

- Strive to maintain its well-balanced street system with special emphasis on neighborhoods.
- Encourage the implementation of new and innovative modes of transportation and provide the citizens of La Mirada a convenient and viable alternative to the private automobile.

- Strive to provide a system of public transit in La Mirada that will serve the needs of those, who due to age or infirmity, require specialized types of service; aid the effectiveness of the business community; and provide local demand-responsive transit service that interconnects with the regional transit system.

Goals Implementation

The following measures are recommended as a means of implementing the goals, objectives, and policies of the Circulation Element:

- Develop a capital improvement program for acquiring rights-of-way, if necessary, and for constructing, improving, and maintaining streets and highways.
- Establish special assessment districts, where necessary and feasible for street improvements, construction of bridges, and the provision of parking.
- Encourage and promote the use of bicycles (e.g., marking bicycle lanes, removing physical barriers, providing bicycle racks, and posting bicycle routes) and other alternative transportation methods.
- Encourage the modification of routes, schedules, and fares of local transit services to achieve circulation goals and policies (e.g., coordinate local transit system with the regional transit system).
- Promote and encourage car and van pooling for public employees and encourage similar programs for private employees.
- Seek inclusion in State and Regional Transportation Improvement Plans of state transportation projects which support major local capital improvements and which will provide service locally to planned growth and development.
- Institute procedures for the assessment of the fiscal impacts of further development on public facilities.

POLICIES

The City hereby adopts this Circulation Element as the City's Circulation Plan. To encourage sound transportation planning in La Mirada consistent with this Circulation Element, the City shall:

1. Adopt appropriate amendments to its zoning, subdivision, and public works codes to implement the respective goals, objectives, and policies of the Circulation Element and General Plan.
2. Review development standards and street cross-section standards consistent with the general guidelines so as to assure proper circulation patterns throughout the City as necessary.
3. Adopt, maintain, and enforce off-street parking standards in accordance with the anticipated demand of the respective land uses.
4. Adopt and implement, when feasible, the recommendations and provisions of the Regional Transportation Plan which prove to benefit the community and are consistent with the Circulation Element and General Plan.
5. Seek innovative and model solutions to local transportation needs. The City should seek outside financial assistance when proposing to solve local demands with new technology.
6. Monitor the vehicle registration of its residents, trends in ridership of public carriers, trends in bicycle ownership and usage, and the needs of special groups in order to anticipate the future demand for circulation facilities.
7. In an attempt to integrate local and regional air quality plans, the City of La Mirada hereby incorporates, by reference, and supports the goals, policies, and objectives of the South Coast Air Quality Management Plan (AQMP).

Introduction

The Conservation Element of the General Plan specifically emphasizes the conservation and management of economically productive natural resources. Government Code Section 65302(d) requires this element to be prepared to provide for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The water category within the conservation element must, additionally, be developed in coordination with the county water agency and other district or city agencies having water development concerns. Overlapping the elements of land use and open space, the conservation element may cover: land and water reclamation; flood control; prevention and control of water pollution and soil erosion; and use regulation of lands in stream channels and other relevant areas to include the location, quantity, and quality of rock, sand, and gravel resources.

The City's primary conservation role of providing for the health, safety and welfare of the community has resulted in the enhancement of the life and property throughout the City. This has been achieved by providing enjoyment and protection of the City's natural resources.

Conditions and Trends

Due to its physical makeup and characteristics, the conservation issues in La Mirada are limited to flood control and water quality control.

FLOOD CONTROL

The City of La Mirada lies within the jurisdiction of the Los Angeles County Flood Control District. The District is primarily responsible for the abatement of flood control hazards, conservation of valuable water resources, the elimination of soil erosion, and the reduction of water pollution. Although the Flood Control District is an autonomous legal entity, the City will continue to encourage innovative approaches to flood control.

The La Mirada Creek Park is an excellent example of innovative design and joint use of flood control facilities. The Creek Park is a low profile flood control channel, planted in grass rather than constructed of concrete.

Check dams have been placed in strategic locations to help control flood runoff. The Creek Park greenbelt offers many advantages over the conventional concrete box and trapezoidal flood control channels. Because the greenbelt is planted in natural turf, more water is allowed to percolate into the existing groundwater supply. This not only conserves valuable water resources but reduces the load on existing flood control facilities. Also, because the greenbelt serves as a natural watershed, valuable topsoil is conserved which reduces erosion and pollution of waters reaching conventional flood control channels. Reduced pollution of these waters makes the reclamation of flood runoff waters more economical. The La Mirada Creek greenbelt presently consists of 26 acres, although continued development will add an additional 20 acres.



CONSERVATION OF WATER RESOURCES

The Central and West Basin Water Replenishment District maintains the level and quality of the groundwater supply. In so doing, it purchases water from various sources including:

- The Colorado River and the State Water Project imported by the Metropolitan Water District.
- Reclaimed sewage waste water from the Los Angeles Sanitation District.
- Reclaimed flood runoff from the Los Angeles County Flood Control District.

Opportunities

ISSUES

1. Hazards - Flooding - Although La Mirada Creek has been an historical source of local flooding, it has been reconstructed as a greenbelt control channel built and maintained by the Los Angeles County Flood Control District. The facility was designed to accommodate flooding from a 100-year storm and reduce flood hazard to habitable structures. As a result, the community is virtually free of the inundation potential resulting from a 100-year storm.
2. Natural Resources - Water Resources - Prevention and control of the pollution of streams and other waters is possible through land use and building regulations. The City Council has taken steps to contribute its support in minimizing pollution of the water in the following manner. Prior to the initiation of any private development, a building permit must be obtained. Building permits are not issued until precise plans are checked and found to be in compliance with all relevant provisions of the Code. This imposes strict slope and terracing requirements on builders and developers, thus reducing the danger of soil erosion and resultant water pollution.

In regulating the use of land in streams and channels, the City of La Mirada, through a vigorous program of zoning, building, plumbing, and health code enforcement, has insured that any proposed development would be designed to preserve a quality environment.

OBJECTIVES

Natural Resources - Water Resources

- The City shall continue to require erosion control and grading permits on lands within the City to minimize water pollution due to erosion.
- The City shall provide periodic street sweeping with greater emphasis of sweeping conducted prior to the seasonal rains.

Constraints

ISSUES

Hazards - Flooding - La Mirada Creek is the major channel which traverses the City and drains directly into the Coyote Creek drainage facilities (Figure 6). In accordance with the Federal Emergency Management Agency (FEMA), flood inundation maps have been prepared and were released in mid-1980 locating areas subject to inundation from a 100-year frequency storm.

OBJECTIVES

Hazards - Flooding

- The City should prohibit the new construction of habitable structures in areas subject to flooding from a 100-year storm.
- The City should encourage the use of flood insurance for homes located in areas subject to flooding from a 100-year (or greater) frequency storm.

Goals

In providing for the conservation and management of natural resources, it is the goal of the City to:

- Prevent the waste, destruction, or neglect of its natural resources by proper planning, management, and preservation of significant natural resources.

Goals Implementation

In order to continue its high-quality conservation policies, the City may consider the following measures in implementing the provisions adopted herein:



city of la mirada

flood hazard area
figure 6

- Place wetlands, creeks, or flood areas into open-space zoning districts.
- Adopt zoning standards for lot coverage and other standards as needed to minimize water runoff in new developments.
- Adopt an ordinance requiring payment of development fees for implementing a plan for recharging groundwater as provided for in Government Code Section 66484.5.
- Adopt zoning ordinance provisions allowing cluster development to protect open space.
- Enact grading ordinances to minimize soil erosion and water pollution from new developments.
- Adopt a slope-density ordinance to control development on hillsides.
- Adopt provisions in the subdivision ordinance for the dedication of land and easements along stream channels.
- Develop a program to acquire significant resource areas in fee or by less-than-fee purchase.
- Develop or modify a capital improvement program to improve or expand water quality control and solid waste disposal facilities.
- Adopt an open space easement program.

Non-Relevant Issues

As required by the State Guidelines, the preparation of a Conservation Element should include discussion of issues relevant to the community. In addition to the issues discussed above, the following issues were considered but found not to be relevant to La Mirada. In the event that factors or City policies change, thereby making an issue identified below to be relevant, the Conservation Element shall be reexamined and amended to include additional comment on the issue.

- A. Natural Resources including forests, agriculture, soils, minerals, fish and wildlife, and rare and endangered species.
- B. Infrastructure including ports, harbors, waterways, and solid waste disposal facilities.

POLICIES

The City hereby adopts the Conservation Element as the City's plan to conserve and manage its economically productive natural resources. Therefore, it shall be the policy of the City to:

1. Review and modify any development in the City to encourage construction and proper utilization of its natural resources.
2. Ensure the provision of adequate flood control facilities in future development projects.
3. Continue its program designed to provide curb and gutter improvements on all City streets and highways, as feasible.
4. Continue development of its flood control/greenbelt channel through the City, as feasible.

Introduction

Open space is defined, by Government Code Section 65560(b), as any wholly unimproved area of land or water preserved and designated on a local, regional, or state plan for open space use. Open space uses may include:

- The preservation or managed production of natural resources.
- Outdoor recreation areas.
- Hazardous or unstable areas preserved as open space to protect public health and safety.

By this definition, and with the exception of the land use element, the open space element is one of the broadest elements of all the required general plan elements. The open space element overlaps the land use, conservation, scenic highway, seismic safety, and safety elements.

According to Government Code Section 65302(e), the open space plan must include:

- An inventory of privately and publicly owned open space areas.
- Goals, policies, and implementation programs for preserving and managing open space.

Specific objectives of the open space element are:

- Development of statewide coordinated open space plans for conservation and preservation.
- Control of urban form by discouraging noncontiguous development and promoting orderly growth.
- Recognition of the value of open space land in terms of general public welfare for economic reasons, production of food and fiber, scenic and visual enjoyment, recreation, and the use of natural resources.

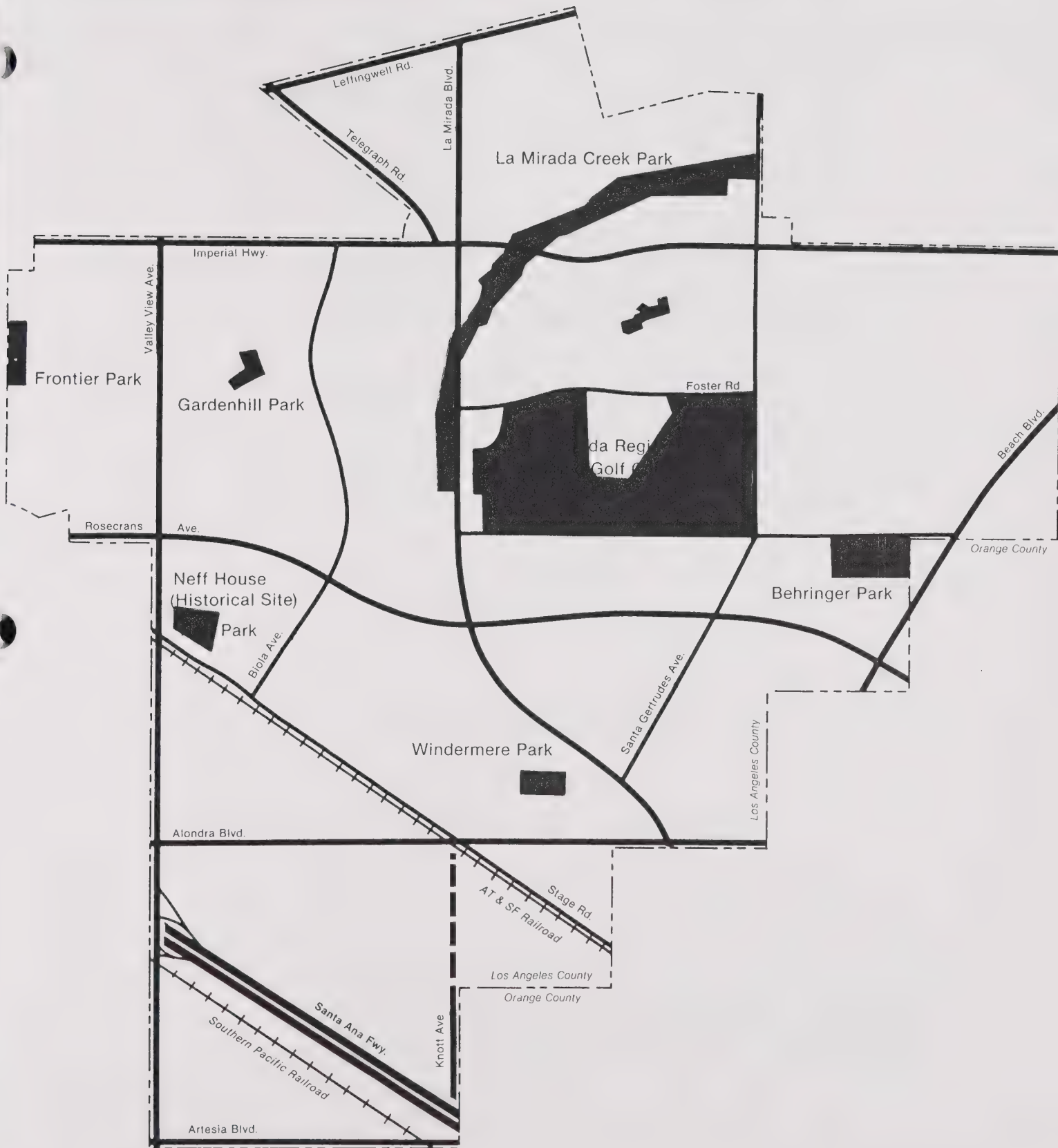
Conditions and Trends

The open space areas of La Mirada have a unique beginning dating to the turn of the century. A significant part of the community's early development was the McNally's Windermere Ranch. Initial design and development of the ranch included lush landscaping with many rare and exotic species of trees and shrubs. In particular these included: Canary Island Pine, Australian Flame, Bottle, Canary Island Date, Palm Bunya-bunya trees, Victorian box, Black Acacia, and Silk Oak trees. Many of these exotic trees still exist in Neff Park, the City's first public park, dedicated in 1957.

From these fanciful beginnings, the City's open space system has flourished. Table 8 lists an inventory of existing open space areas: (See Figure 7.)

Table 8
Existing Open Space

<u>Small Facilities</u>	<u>Acres</u>
Neff Park	10
Seven Neighborhood Community Parks	23
12 School Sites; Joint Use (50% of 200 Total Acres)	100
Biola College @ 32% of 75 Acres	24
La Mirada Creek Park	26
La Mirada Creek Extension Natural Area	12
Cemetery - Olive Lawn Memorial Park	10
Multi-use Corridors With Mini Parks 40% of 85	
Total Acres	34
Railroad Right-of-Way, Approximately 40% of 60	
Total Acres	25
<u>Regional Facilities</u>	
La Mirada Regional Park	105
La Mirada Regional Golf Course	<u>140</u>
Total	509



city of la mirada

parks and open space

figure 7

Opportunities

ISSUES

1. Recreational - Parks

- a. Neighborhood Community Parks - Neighborhood community parks range in size and use from four-acre to ten-acre facilities capable of accommodating active and passive recreational activities for groups and persons of all ages.
- b. Joint Use of Schools Sites - The school system plays an important part in the City's recreation program. Under annual agreements which are entered into by the City and the Norwalk-La Mirada School District, these parties agree to cooperate with each other in organizing, promoting, and conducting a joint program of community recreation.

Several of the City's neighborhood parks are located adjacent to existing school sites. This joint-use arrangement offers several advantages including:

- Choice locations for residential parks.
 - Lack of need for larger park sites and resultant acquisition and maintenance costs.
 - Fewer neighborhood parks.
 - More efficient use of school property.
 - Reduction in costs for the purchase of fixed equipment.
- c. Biola College - Biola College, which is located in the center of the City, offers 24 acres of open space including tennis courts, soccer fields, a small multi-purpose stadium and the City's only remaining olive orchard. These facilities are available to individuals and community organizations upon request.



- d. La Mirada Creek Greenbelt - This 26-acre, natural drainage area includes an amphitheater for outdoor performances, picnic areas, horse trails, and an equestrian training ring. A six-acre portion of the greenbelt has also been left as a natural area where the existing ecology of the area has been preserved for all to see and enjoy. The La Mirada Greenbelt is a direct result of the City's desire to preserve and protect the environment and will add an additional 20 acres through continued development.
- e. La Mirada Regional Park - The La Mirada Regional Park is a facility located in the heart of the City. The regional park offers 105 acres of open space for group and individual recreational activities. The park contains several lighted ball fields, picnic areas, outdoor cooking facilities, tennis courts, and an olympic-sized swimming pool. Because of its spaciousness and multi-use nature, it offers activities for all of La Mirada's residents.
- f. The La Mirada Regional Golf Course - The La Mirada Regional Golf Course is a 140-acre facility provided for the La Mirada area. It is regulation 18-hole golf course featuring well-kept putting greens and undulating fairways developed on the natural rolling terrain. The golf course club house includes a snack bar, pro shop, and banquet facilities available to residents of the community.

2. Open Space

- a. Olive Lawn Memorial Park - Olive Lawn Memorial Park provides a serene setting for those persons wishing to pay their respects to deceased friends or relatives. The beautiful green lawns and well-trimmed olive trees make it aesthetically pleasing to the people of the community. Due to the nature of its use, the City has guaranteed that Olive Lawn Memorial Park will continue to serve as a valuable open space area in the future.
- b. Multi-Use Corridors with Mini-Parks - Three multi-use corridors have been designed to enhance the aesthetic beauty of the City and to help provide for a balanced transportation system. Traversing the entire City, these corridors are La Mirada Boulevard, Imperial Highway, and Rosecrans Avenue. The multi-use corridors consist of eight-foot bicycle lanes designed to accommodate persons participating in this rapidly growing recreation and transportation mode; eight-foot intermittently landscaped parkways devoted to those who desire to take their time in reaching their destinations; mini-parks for the convenience and enjoyment of pedestrians and cyclists; and meticulously maintained and landscaped center medians.



The City, in designing its multi-use corridors, has adopted the philosophy that shared use of existing public rights-of-way is not only possible but highly desirable. In implementing a policy of expanding its bikeway system and its landscaping program, the City will be adding to its multi-use corridors in future years.

- c. Railroad Rights-of-Way - In keeping with the multi-use concept, it is the City's philosophy that failure to beautify and develop, for recreational purposes, railroad rights-of-way would constitute the waste of 24 acres of valuable open space. Therefore, it is the policy of La Mirada to landscape and develop, to the maximum extent feasible, those major railroad rights-of-way within the City.

OBJECTIVES

Recreational - Parks

- The City shall seek to provide a minimum of one acre of open space for every 100 residents.
- The City shall continue its City entrance and street beautification program, as feasible.
- The City shall seek and maintain cooperation with the Norwalk-La Mirada School District in organizing, promoting, and conducting a joint program of community recreation.
- The City shall pursue additional open space and recreational areas wherever possible.

Constraints

ISSUES

Hazards - Flooding and Surface Ruptures

Flooding along the La Mirada Creek poses a recurring problem to those areas identified on the Water Resources Map (Figure 6) of the Conservation Element. Those areas subject to periodic inundation

may be redesigned and improved for open space use similar to the portions of La Mirada Creek which have been improved as a flood control channel and recreational area. The prospects for successful implementation of an open space development are largely dependent upon "cost" versus "public benefit." Where precautionary or corrective measures are unsuccessful and the public welfare is jeopardized, serious consideration should be given to open space acquisition.

OBJECTIVES

Hazards - Flooding and Surface Ruptures

- The City shall monitor hazards and losses associated with development in environmentally sensitive areas and consider open space as a viable land use solution to the threat of continuous property loss.

Policies

The City hereby adopts the Open Space Element and Open Space Plan (Figure 7) as the City's plan to provide open space and recreational use throughout the community. To encourage proper open spaces in La Mirada consistent with this Open Space Element the City shall:

1. Encourage and promote the multi-use corridor program consistent with the Open Space Plan.
2. Continue the cooperation and participation with the railroad companies in the development of existing railroad rights-of-way, particularly those rights-of-way adjacent to public streets, for use as multi-purpose open space areas.

Introduction

The Seismic Safety Element is outlined in Government Code Section 65302 (f). For General Plan development, the City is required to submit copies of this element and any technical studies used in its development to the California Division of Mines and Geology of the Department of Conservation.

The Seismic Safety Element is required to include:

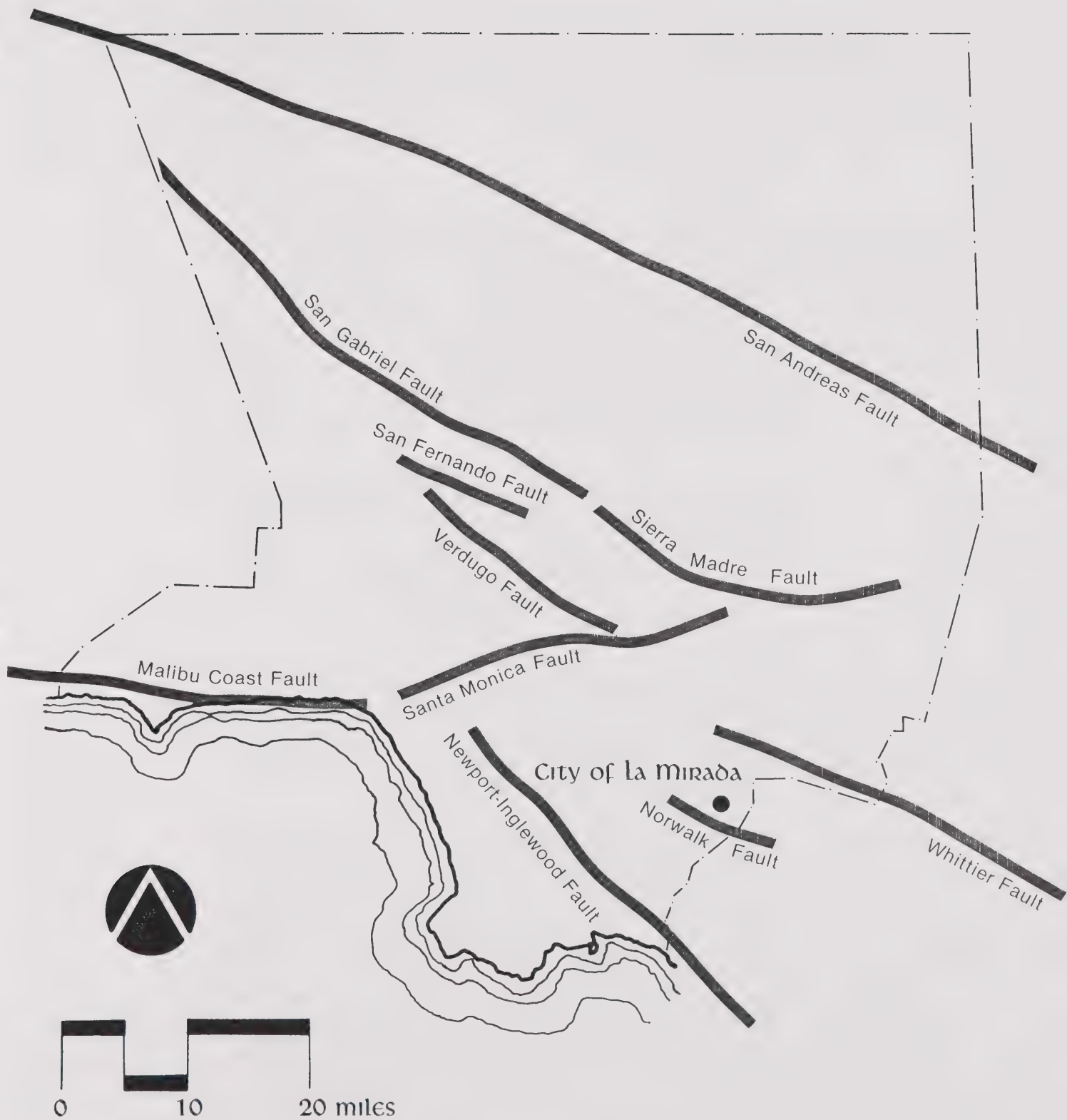
- An identification and appraisal of seismic hazards.
- An appraisal of geologic hazards.
- Detailed Seismic Safety policies and programs for adoption by the City.

Conditions and Trends

Historically, California has always been seismically active. Few areas in Southern California have not been, or will not be, affected in the future by strong ground shaking from nearby earthquakes. The City of La Mirada is located between the Norwalk Fault on the south and the Whittier Fault on the north. The City is situated near the crest of an anticlinal (upfold) structure which separates the synclinal (downfold) La Habra Valley on the north from the deep syncline of the central basin to the south. (See Figure 8.)

The Maximum Credible Event, as estimated from these parameters, will generate average bedrock accelerations at La Mirada of approximately 0.2g with a total ground shaking duration of 10 to 20 seconds. The Norwalk Fault which traverses the City at depth is not considered an active fault in accordance with the Alquist-Priolo Special Studies Zones Act of 1972. However, historic earthquakes of minor magnitude have possibly occurred on the Norwalk Fault such as the July 8, 1929 quake with a magnitude of 4.7 on the Richter scale.

There are approximately eleven faults which play a role in the seismic characteristics of the Los Angeles region. Six of these faults have been classified as "active" faults by the California Division of Mines and Geology. By definition in the Alquist Priolo Special Studies Zones Act, a fault is



city of la mirada

fault map
figure 8

classified "active" if there is evidence of movement within the last 10,000 years. The location and characteristics of three active faults which play a role in the seismic characteristics of La Mirada are described in the following paragraphs.

Active Faults

Whittier-Elsinore Fault Zone - The Whittier-Elsinore Fault is approximately four miles north of La Mirada. This northwest trending fault continues eastward from the Alhambra area through the Santa Ana Mountains to the Mexican border. The fault zone has moderate activity, having produced numerous historic magnitude 4 earthquakes and a few magnitude 5 shocks. Seismicity attributable to the northern section of the Whittier Fault has been relatively low; however, recent studies indicate its microseismicity in the Puente Hills is high.

Newport-Inglewood Fault Zone - The Newport-Inglewood Fault is approximately 12 miles west of the La Mirada City Hall. The fault consists of an echelon series of northwest trending faults reaching from the southern edge of the Santa Monica Mountains southeastward to the offshore area near Newport Beach. High historic seismic activity is suggested by numerous shocks greater than magnitude 4 and by the historic magnitude 6.3 Long Beach earthquake centered offshore near Newport Beach on March 11, 1933. Although there has been no observed displacement associated with the Newport-Inglewood Fault zone, there has been subsurface fault displacement of approximately seven inches associated with the October 21, 1941 earthquake (magnitude 4.5). The Newport-Inglewood Fault zone is capable of generating a 7.0 magnitude earthquake within the next 50-100 years.

Verdugo Fault - The Verdugo Fault is 20 miles northwest of La Mirada. This fault bounds the south flank of the Verdugo Mountains and appears to merge with the Eagle Rock-San Rafael Fault system in the vicinity of the Verdugo Wash. The northwest-trending Verdugo Fault has offset Cretaceous basement rocks on the north, several hundreds of feet over terrace and alluvial deposits of the Pleistocene and possibly the Holocene Age (less than 10,000 years) on the south side of the fault. This fault is a low-angle reverse fault (thrust fault). Low-magnitude earthquakes (less than 3.0) which may be attributed to activity along the Verdugo Fault are occasionally recorded in the Burbank-Glendale area. As yet, no direct evidence of ground displacement has been observed associated with these low-magnitude earthquakes. It is therefore concluded that this fault has a high potential for future activity, but is not considered historically active.

Constraints

Damage from seismic events are due to four basic characteristics of earthquakes. They are: 1) ground shaking, 2) surface faulting, 3) ground failure, and 4) seismic sea waves and seiches.

1. Ground Shaking

Ground shaking is probably the most damaging result of an earthquake because of the large areas subject to shaking (the 1906 San Francisco earthquake of 8.3 magnitude was felt over 375,000 square miles). Strong motion lasts a few seconds in a moderate earthquake and as much as four minutes in a great earthquake. This motion is exaggerated on loose, water-saturated ground, and is less damaging on solid rock. Ground shaking is an expected occurrence of any earthquake; the degree of ground shaking is dependent on the distance from the epicenter. Ground shaking can be expected in La Mirada from any one of several faults located in the region. However, ground shaking, displacement, and aftershocks from local faults will have the most severe impact.

2. Surface Faulting

In a moderate earthquake, fault rupture along a rough plane in rock at average depths of 3 to 10 miles may not extend to the surface. Most, if not all, moderate California earthquakes have been accompanied by surface faulting. Surface faulting develops scarps, grabens (trenches), fractures, and "mole tracks" or pressure ridges. Sometimes spasmodic slippage ("creep") occurs along many active faults, with and without earthquakes. Movement directions may be right or left lateral, reverse, normal, or oblique slip.

High-magnitude earthquakes in California have been accompanied by several feet of surface fault displacement. The 1906 San Francisco earthquake had a maximum of 20 feet horizontal, right lateral displacement. The 1857 Fort Tejon earthquake caused an estimated 30 feet of right lateral displacement. These are two of the severest earthquakes to occur along the San Andreas fault in California history.

Surface faulting associated with movement may occur in the area near the Norwalk Fault, although the 1929 earthquake (magnitude 4.7) is not known to have displaced surface deposits. Safety concerns associated with surface faulting are breakage of utility lines,

sheared roadways, and structural damage to habitable structures used for assemblage of people.

3. Ground Failure

Various types of ground failures accompany earthquakes. These include landslides, fracturing, cracking and fissuring, liquefaction of sand layers, slumping, subsidence, uplift and tilting.

Landsliding: Since most of La Mirada has relatively subdued to flat topographic relief, damage from mass movements is anticipated to be slight, and, therefore, of little consequence. Any proposed slope exceeding 25 feet in vertical height, which is steeper than a ratio of one foot horizontal to one foot vertical (1:1), should be reviewed in more geotechnical detail to determine its stability.

Fracturing, Cracking, and Fissuring: Activity from fracturing, cracking and fissuring within the City of La Mirada most likely would be in the area near the Norwalk Fault. This type of ground failure is anticipated as the result of a seismic event on the Norwalk Fault.

Compaction, Subsidence, and Uplift: Amounts of compaction may vary from a few inches to several feet and may be significant in stream courses across the Coyote Hills. Tectonic subsidence, uplift tilting, and warping are considered insignificant for the City of La Mirada.

Liquefaction: Groundwater records of the Los Angeles County Flood Control District show a free groundwater elevation at approximately 100 feet below the ground surface. During extremely wet years, ground water may become very shallow in stream courses crossing the Coyote Hills. If the groundwater level rises within 30 feet of the ground surface in these loosely consolidated stream deposits, local liquefaction may occur during an earthquake. The only areas of La Mirada which may experience this problem are in the younger alluvial deposits in the stream channels. These areas may have shallow groundwater during the rainy season and should be investigated in detail before construction of a vital facility.

4. Seismic Sea Waves and Seiches

Seiches and tsunamis will not affect the City of La Mirada because of its inland setting and because there are no significant bodies of water within its city limits.

OBJECTIVES

Ground Shaking

- Provide literature to residents regarding methods to safeguard lives and property during severe earthquakes.
- Require new buildings to comply with current earthquake safety standards.
- Encourage owners of existing buildings to earthquake-proof their structures.

Surface Faulting

- Require compliance with provisions of the Alquist-Priolo Special Studies Zones Act in areas affected by an active fault.
- Require use of flexible lines and bypass designs for utility lines proposed to be located on or near a known surface fault.

Ground Failure

- Require that proposed slopes in excess of 25 feet in height and steeper than a ratio of one foot horizontal to one foot vertical (1:1) be reviewed.

Goals

The City of La Mirada has been fortunate in the past since no lives have been lost due to seismic hazards. This fact tends to make people believe that the possibility of a disaster is not present. As research continues, however, the possibility of a disaster in Southern California which could include La Mirada becomes more plausible.

The overall goal of the City is to limit, insofar as possible, the loss of life, injuries, damage to property, and social-economic dislocations from seismic hazards.

The City of La Mirada shall continue to:

- Provide current programs designed to protect the public from hazards resulting from seismic activity.
- Encourage the Los Angeles County Division of Building and Safety to continue to make changes in the Uniform Building Code designed to reduce or eliminate structural damage during times of seismic disturbances.

Goals Implementation

In implementing the goals, policies, and objectives of the Seismic Safety Element, the City may consider the following:

- Zone potentially hazardous areas in a special hazard classification with special review procedures and conditions on design (e.g., seismic or geologic hazard overlay zoning and requiring special geologic reports and setbacks from identified hazards).
- Enact ordinances for the evaluation and abatement of structural hazards (e.g., parapet ordinance and hazardous building ordinance requiring repair, rehabilitation, or demolition of hazardous structures following structural evaluation).
- Adopt building and grading standards which equal or exceed the earthquake and grading regulations of the Los Angeles County Uniform Building Code.
- Establish procedures for reviewing applications for subdivision and other development permits to ensure safety from seismic and geological hazards.
- Locate new critical facilities outside fault zone hazard areas.
- Inspect critical public facilities for structural integrity.

- Expand the technical review capabilities of local government (e.g., hire or contract with a registered engineering geologist to review geologic reports, initial studies, and Environmental Impact Reports).
- Collect additional data on seismic and geologic hazards (e.g., further studies, mapping, filing, and indexing of all geologic reports received by the local government).
- Conduct a public information program on preventing hazards and responding to a disaster.

Policies

The City hereby adopts the Seismic Safety Element as the City's plan to reduce the loss of life and harm to persons and property resulting from seismic hazards. Therefore, it is the policy of the City to:

1. Review new developments with adequate consideration of seismic hazard risks.
2. Review and update emergency plans which encompass earthquakes as a potential hazard to life and property, as needed.
3. Review and update post-earthquake reconstruction plans which provide for temporary residential uses during reconstruction and which include reconstruction standards.

Introduction

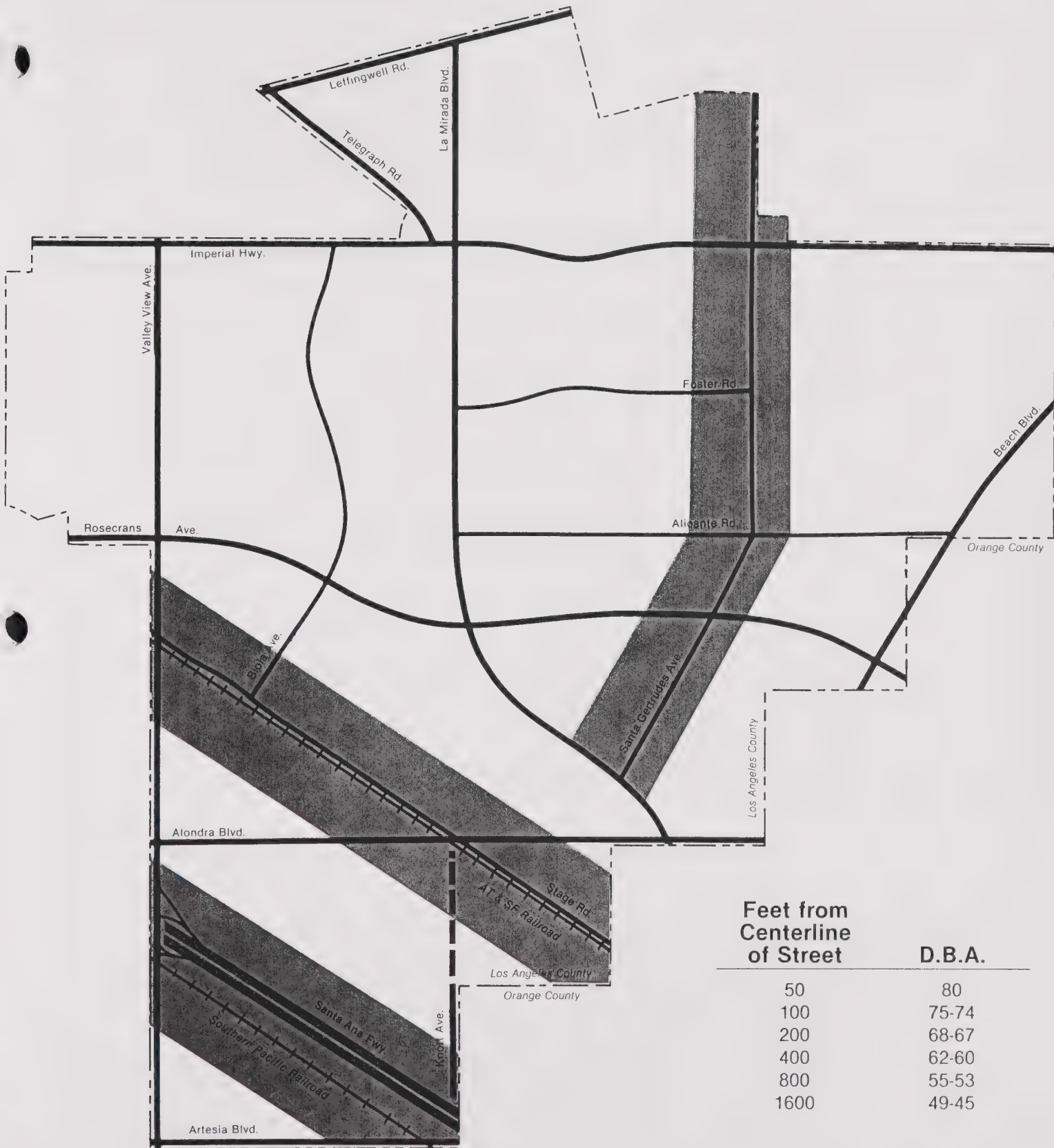
Government Code Section 65302(g) specifies that the noise element shall recognize guidelines adopted by the Office of Noise Control pursuant to Section 46050.1 of the Health and Safety Code, and also quantifies the community noise environment in terms of noise exposure contours for both near- and long-term levels of growth and traffic activity. Mitigating measures and solutions to existing and possible future noise problems should also be addressed. Such noise exposure information shall become a guideline for use in development of the land-use element to achieve noise compatible land uses and to provide baseline levels and noise sources identification for local noise ordinance enforcement.

Noise is defined as an undesirable sound and is considered an environmental pollutant that can be damaging to human hearing. The noise element gives attention to undesirable sound as a pollutant.

Conditions and Trends

Prolonged exposure to high level noise causes irreversible hearing damage. There is growing evidence that noise may also have other physiological and psychological effects on the human organism. Even low levels of noise impair a satisfactory interrelationship between man and his environment. For example, speech communication is rendered difficult, sounds of warnings are not heard, and the normal pattern of rest and sleep may be interrupted even by low level noise. The nuisance of noise was once dismissed as of little consequence. We now recognize the importance of maintaining the quality of life, a quality that may be impaired by noise pollution.

State law requires that noise contour maps be prepared showing current and projected noise levels of major transportation sources (see Figure 9 for noise impact area). These sources of noise may include railways, trucks, automobiles, aircraft, construction, and industrial areas. Table 9 illustrates the selected land use compatibility with maximum design noise equivalent levels in decibels.



Feet from Centerline of Street	D.B.A.
50	80
100	75-74
200	68-67
400	62-60
800	55-53
1600	49-45

city of la mirada

noise impact areas

figure 9

Table 9
Selected Land Use Compatibility With Noise Levels

<u>Land Use</u>	<u>Compatible Noise Level In Decibels</u>					
	50	55	60	65	70	75
Residential-Single Family, Multiple-Family, Mobile Homes (Interior)		→				
Passive Park (Serenity desirable)			→			
Active Parks, Playgrounds					→	
Schools, Libraries					→	
Residential (Exterior)					→	
Office Buildings					→	
Commercial Retail						→
Agriculture						→

Source: Federal-Aid Highway Program Manual, 1976.

The City of La Mirada has been extensively developed with a combination of industrial, commercial, and residential uses. The commercial-industrial section of the City is separated from the residential section in an effective manner. Therefore, land use compatibility problems due to noise are minimal. However, noise generation from rail traffic and the freeway in the immediate vicinities is of concern.

Opportunities

ISSUES

1. Noise - Adjoining Land Uses

The land use element and zoning code together establish a plan for the use of land benefiting the community and economic well-being of the residents. The development of land having been consistent with the City's adopted 1965 land use plan, the usual problems of noise from freeways, railways, and industrial activities have been effectively mitigated.

OBJECTIVES

Noise - Adjoining Land Uses

- Require ample setbacks between uses and the construction of sound barrier walls when a new commercial or industrial use is proposed near or adjoining a residential zone.
- Require that noise-generating support equipment and apparatus used in conjunction with commercial or industrial uses are screened to adequately diminish noise to acceptable levels when measured at the nearest property line.
- Require that all noise-generating activities (except temporary maintenance and construction) associated with commercial or industrial uses be conducted indoors such that excessive noise is not transmitted onto adjoining properties or the public right-of-way.
- Prohibit home occupational uses which will generate noise inconsistent with the types and levels of noises customarily associated with a residential neighborhood.

Constraints

ISSUES

1. Noise - Transportation

- a. Freeway - The noise generated by traffic on the freeway is significant as determined by studies conducted by the California Department of Transportation. These studies show a maximum of 80 dba along the Firestone Boulevard frontage road and a 70 dba noise generated for approximately 500 feet on either side of the freeway as measured from the center line of the freeway. These sound measurements are significant. Sound levels over 70 dba, besides being annoying, begin to cause hearing impairment if continuous. The high noise level significance is reduced depending on exposure. Work being conducted inside buildings of concrete and masonry construction is relatively unaffected by the freeway noise. Since most of the activity in and around this area is industrial and manufacturing, noise thresholds can be relatively high without significant complaints.
- b. Arterials - Another major source of noise in La Mirada consists of auto traffic on the major arterials. Based upon traffic volumes and potential noise impact on residential areas, the following streets which fall into this category include:
 - La Mirada Boulevard
 - Santa Gertrudes Avenue
 - Valley View Avenue
 - Rosecrans Avenue
 - Imperial Highway

Noise decibel levels for these thoroughfares may be found on Figure 9. The various noise levels generated by La Mirada's major streets are shown at corresponding distances. Fifty feet from the centerline of the roadway the typical noise level is about 80 decibels while at 800 feet from the centerline the noise level drops to about 55 decibels. A comfortable ambient residential noise level is 55 to 65 decibels. Consequently, at approximately 300 feet from the centerline of the roadway a minimum acceptable noise level of 65 decibels is reached.

- c. Railroads - The Atchison, Topeka and Santa Fe Rail Line, which runs adjacent to Stage Road, is a primary noise generator because of its proximity to residences and Neff High School. Noise generated from train operations include the noise from braking, squeaking of wheels on curves, whistles, and air brakes. This type of noise generation becomes more significant as rail action increases. If, for instance, only two or three operations pass through the area in a 24-hour period, little attention is given to the rail action. However, with increased rail operations, the noise becomes much more noticeable.

The Los Angeles County Road Department contracted with Wyle Laboratories to conduct noise calculations for various rail lines in Los Angeles County in 1976. Their figures were calculated assuming ideal situations of train speed, train length, and flat, unobscured land. Applying the findings of the Wyle report to the specific instance of the Santa Fe line along Stage Road, the noise problem is only significant within 100 feet of the railroad right-of-way. Beyond that distance noise readings fall to lower levels less likely to produce complaints or hearing damage. The Southern Pacific Railroad Line produces equivalent decibels but is not a problem because it is located within an industrially developed area. The nearest residences are located 3/4 of a mile away.

OBJECTIVES

Noise - Transportation

- Discourage the incompatible use of property along noise impacted transportation lines which are sensitive to excessive transportation noise and which cannot adequately screen out such noise.
- Encourage screening devices and barriers for existing uses impacted by transportation noise.
- Review and modify local truck routes to reduce noise in sensitive areas.
- Encourage private rail carriers to undertake noise reduction measures such as the use of welded track and the construction of noise barriers in sensitive areas.

Goals

The overall goal of the City has been to assure proper planning and development of land within the City to avoid incompatibility of noise generating activities with less quiet activities. Therefore, the goals of the City are to:

- Assure that residential areas remain generally quiet with noise levels transmitted beyond or across a residential property line limited to the noise level considered acceptable in the receiving zone.
- Assure that the noise level in commercial areas does not interfere with normal business activity or with noise levels transmitted beyond or across a commercial property line limited to the noise level considered acceptable in the receiving zone.
- Assure that all areas of an industrial building to which the public has general access be acoustically protected so as to limit the noise level in those areas to that of a commercial zone.
- Assure that noise transmitted beyond or across an industrial property line be limited to the noise level considered acceptable in the receiving zone.
- Assure that noise levels within a building be in compliance with State and Federal Health and Safety regulations.
- Assure that schools, hospitals, libraries, churches, and convalescent homes be protected from excessive noise.

Goals Implementation

To effectuate the goals, objectives, and policies of the Noise Element, the City should consider the following implementation measures:

- Encourage and promote appropriate acoustical construction for all residential uses in noise-sensitive areas.

- Encourage the enforcement of existing traffic regulations governing noise and muffler modification.
- Establish minimum setbacks and require noise barriers in new residential developments close to major sources of noise.
- Encourage and promote public works to decrease local street noise (e.g., modify paving material, remove surface bumps, and synchronize signals to promote smooth traffic flow).
- Educate the public on the problems of noise and techniques for lessening its effects.
- Develop procedures for processing noise complaints, including investigation and abatement.
- Incorporate techniques for controlling noise in maintaining cars and other equipment.
- Encourage all bus operators to use noise reduction measures, including maintenance programs and the replacement of worn-out buses with less noisy ones.
- Review and modify local truck routes to reduce noise in sensitive areas, as needed.
- Encourage private rail carriers to undertake noise reduction measures such as the use of welded track and the construction of noise barriers in sensitive areas.

Policies

It is recognized that the easiest and most effective way to eliminate or prevent a noise problem is to incorporate noise control measures into the design of a land use at the time of construction. It is further recognized that since the majority of the City of La Mirada is already developed, there are only limited areas which will be affected by new construction. Nevertheless, to prevent noise increases and, where possible, to reduce the community's exposure to noise, the City hereby adopts the Noise Element as its plan to direct the implementation of the City's noise reduction program. It is, therefore, the policy of the City to:

1. Amend the zoning ordinance, as necessary, to incorporate the goals and objectives contained in this element.
2. Minimize the flow of nonresidential and nonlocal traffic through residential neighborhoods.
3. Encourage public works projects to incorporate the philosophy of minimizing noise through design and maintenance.
4. Ensure that the requirements of California's new noise and energy insulation standards are met in all new development.
5. Encourage the enforcement of State Vehicle Code Noise Standards for cars, trucks, and motorcycles operating within the City.
6. Require all city departments to consider noise control requirements in the procurement of equipment.

Introduction

According to Government Code Section 65302 (h), the Scenic Highway Element is designed to identify and protect existing and proposed scenic state highways. Since there are no officially designated state scenic highways in La Mirada, nor are there local highways designated or proposed to be designated by the County or City for scenic highway purposes, a Scenic Highways Element is not a mandatory element in La Mirada. However, the City has taken many steps in improving the beauty of its streets. To add further support to the City's efforts of maintaining scenic thoroughfares, this element has been retained as an optional element.

Conditions and Trends

The majority of La Mirada's major arterials include landscaped parkways. The City's Public Works Department has planted, and currently maintains, in excess of 10,000 parkway trees. The parkway trees not only serve to beautify the City streets but to minimize the ecological imbalance resulting from development. Parkway trees are covered by a city wide tree planting program with each street having a particular tree assigned to it.

All major arterials and the vast majority of residential streets have been improved with the installation of curbs, gutters, and sidewalks. Curbs, gutters, and sidewalks are not only designed to improve the appearance of motor routes but serve to increase traffic safety by improving drainage in periods of inclement weather and providing physical separation between motor traffic and pedestrians.

In coordination with its program of center median landscaping, the City has placed very distinctive entrance structures on most of the major entrances to the City. The entry structures consist of a spanish-style adobe wall, a gas light, and an olive tree which is symbolic of the community's past. The entrance structures are pleasant to look at and serve as a landmark to those entering La Mirada.



The City of La Mirada also has a program utilizing the concept of joint use and beautification of city street rights-of-way. The multi-use corridors include landscaped center medians and the placement of mini-parks which are not only aesthetically pleasing but serve as resting places for cyclists and pedestrians. The City has currently designated three multi-use corridors, including:

1. La Mirada Boulevard from Leffingwell Road to Alondra Boulevard.
2. Imperial Highway from Valley View Avenue to Santa Gertrudes Avenue.
3. Rosecrans Avenue from Valley View Avenue to Santa Gertrudes Avenue.

Goals

The goals which guide the City's development and maintenance of scenic routes within the City are to:

- Provide for maximum scenic and visual enjoyment of the City.
- Maintain esthetic relief from continuous urban development.

Goals Implementation

In order to enhance the scenic qualities of the City's streets and highways, the following policies and implementation programs have been adopted by the City of La Mirada:

- Continue to provide curb, gutter, and sidewalk improvements on all city streets and highways, as feasible.
- Continue to provide sidewalk improvement adjacent to any city street where such improvement will substantially increase safety for pedestrians and motorists.
- Provide landscaped center medians on all major arterial highways unless otherwise warranted by traffic safety conditions or other factors.
- Continue to provide parkway landscaping and maintenance which shall include new areas when appropriate and feasible.
- Maintain and expand the multi-use corridor concept where possible.
- Invite the cooperation and participation of the railroad companies in the development of existing railroad rights-of-way, particularly those rights-of-way adjacent to public streets, for use as multi-purpose open space areas.

Introduction

Government Code Section 65302 (i) requires the inclusion of a safety element in the General Plan to reduce the loss of life, injuries, damage to property, and the economic and social losses that may result from fire, geologic hazards, hazardous wastes and toxic materials, and other public safety hazards. Methods to assist the City in the protection of the public include development of evacuation routes, peak load water supply requirements, minimum road widths, adequate clearances around structures, and mapping of geologic hazards. The City is also responsible for enforcing building and housing codes for unsafe structures constituting a public hazard. The most common procedures for dealing with unsafe structures is repair, abandonment, or demolition.

The City of La Mirada works with a number of governmental agencies in order to provide for the health, safety, and welfare of the community. The aim of the City is to limit, to the extent practicable, impacts resulting from geologic, fire, flood, crime, and other hazards.

Conditions and Trends

NATURAL HAZARDS

Fortunately, residents of La Mirada have been relatively safe from hazards associated with natural forces. However, residents should be aware of potential hazards from earthquakes and flooding of La Mirada Creek.

Although the scientific community and the Southern California Association of Governments have only recently embarked upon an earthquake prediction program, there are still no assured methods of determining when an earthquake will occur. Therefore, every community in California must be prepared for devastating earthquakes. Communities traversed by known active faults must be additionally cautious due to the close proximity of the hazard. La Mirada is such a community and should properly plan for the eventuality of a surface rupture and ground shaking associated with local and regional faults.

Flooding has been an historical concern in La Mirada, but efforts have been made to control flooding with the improvement of La Mirada Creek as a controlled flood facility. Although portions of La Mirada Creek are still subject to overflow, the hazards associated with such flooding is not considered a hazard to life or property.

MAN-MADE HAZARDS

There are several manmade structures or land configurations which have proven to pose hazards to the general populace. Such uses include dams and reservoirs, landfills and industrial-waste grounds. Additionally, the transportation of hazardous materials either by rail, highway networks, or underground delving lines have severely affected communities following accidents or mishaps. Combined, these represent hazards which can be minimized with prudent planning.

EMERGENCY SERVICES

In providing public safety programs, the City's major responsibilities include crowd control, emergency first aid, and traffic control/emergency evacuation. The extensive police communications system is designed to serve as a valuable link with other agencies in cases of extreme emergency, as well as providing an early warning system to our citizens. The City presently contracts with the Los Angeles County Sheriff's Department for this police protection. In cases of emergency, the Sheriff's Department which is headquartered at a nearby regional station has the capability of moving hundreds of additional men and the latest sophisticated equipment into the City.

In addition, La Mirada is a member of the Los Angeles County Consolidated Fire District. The City is served by three fire stations, located strategically in the area to provide a minimum response time in serving all areas of La Mirada. The fire district has an extensive program of safety examinations in which fire personnel offer suggestions for eliminating potential fire hazards. A paramedic team also operates from the La Mirada Civic Center Fire Station.



The City's public health needs are served by the Los Angeles County Health Department. Programs such as inoculation clinics, diagnostic clinics, and health code enforcement are designed to prevent the spread of communicable and social diseases. The Health Department has also developed various programs to cope with epidemics should they occur as an aftermath of disasters such as flooding, enemy attacks, fire, and earthquakes.

In its commitment to a comprehensive safety program, the City has appointed a Public Safety Commission consisting of residents to serve with representatives of the Los Angeles County Sheriff's Department and the Los Angeles County Road Department to study safety problems and to make recommendations to the City Council for eliminating deficiencies.

In addition, the City has adopted zoning requirements which establish minimum setbacks and structural density to reduce the danger of spreading fires and damage from falling debris due to geologic and climatic disturbances. Building code requirements have also been adopted to insure structural stability during times of unusual disturbances.

Lastly, pursuant to the National Plan for Emergency Preparedness and the California Disaster Act, the City of La Mirada has adopted an Emergency Operation Plan. The Emergency Operation Plan is on file at the City Hall and designates assignments and responsibilities for City officials and related public agencies in cases of emergencies.

Opportunities

ISSUES

1. Emergency Services - Due to its location in a major metropolitan area and as a result of its local efforts to establish a responsive emergency staff, La Mirada has easy accessibility to the best emergency response teams and support personnel available. Emergency staff personnel are available from several sources including the Los Angeles County Sheriff's Department, Los Angeles County Fire Prevention Bureau, and emergency medical assistance through La Mirada Community Hospital. The provisions of such services has proven to be a worthwhile expenditure benefiting the community.

OBJECTIVES

Emergency Services

- Maintain a two-way radio communications system in order to insure coordination of local and regional emergency relief operations.
- Coordinate with all appropriate governmental and private agencies in periodic updating of the City's Emergency Operations Plan.
- Maintain a high level of proficiency including the latest and most effective methods in fire control.
- Maintain road width standards to adequately accommodate emergency service vehicles.
- Coordinate with all appropriate water agencies to insure the availability of an adequate water supply.
- Review the system for naming and numbering streets to see if it is adequate in times of emergency and modify if necessary.
- Clear brush along roads in areas subject to fire.

Constraints

ISSUES

1. Natural Hazards - The most predominant concern for safety resulting from a natural hazard is the very remote possibility of an earthquake and surface rupture along the Norwalk Fault Zone. Projections made by Professor Richter suggest that while the Norwalk Fault is classified as an inactive fault by the California Division of Mines and Geology, the severity and destruction from a remote earthquake along the Norwalk Fault can equal the devastation of the 1971 San Fernando Earthquake.
2. Man-made Hazards - La Mirada has no known man-made hazards which would have a severe impact upon the community. However,

an unknown factor is the multitude of commercial freight carriers which carry toxic substances along Interstate 5 or which are distributed via local railroad lines. Communities subject to the transportation of toxic substances should be properly safeguarded with properly staffed and equipped emergency response teams.

OBJECTIVES

Natural Hazards

- Encourage the Los Angeles County Department of Building and Safety to continue to make changes in the Uniform Building Code designed to reduce or eliminate structural damage during times of geologic or climatic disturbances.
- Amend the City's Emergency Preparedness Plan to accommodate an efficient time of command and emergency response network for earthquake emergencies.

Man-Made Hazards

- Conduct a thorough survey to identify the source of all hazardous materials stored, utilized, or transported in the City.
- Amend the zoning ordinance to require special zoning permits for uses which may store, utilize, or transport hazardous materials in the City.
- Develop a plan for responding to spills of hazardous materials.

Goals

In providing for the health, safety, and public welfare of the community, it is the goal of the City to:

- Discourage crime through effective physical planning.
- Provide for the safety of motorists and pedestrians by reducing existing hazards and avoiding future hazards.

- Minimize the loss of life, injuries, and property damage through a continuing fire prevention, inspection, and public education program; and to create a public awareness of the disastrous economic impact that fire has on a community.

Goals Implementation

To implement the goals, objectives, and policies of the Safety Element the City should consider adopting the following implementation measures:

- Review the adequacy of mutual aid agreements for fire protection and amend accordingly.
- Conduct a public information program on preventing hazards and responding to a disaster.
- Revise the local emergency plan, as necessary.
- Prepare or revise the evacuation plan for areas subject to hazards associated with a severe earthquake.

Policies

The City hereby adopts the Safety Element as the City's plan to reduce the loss of life, limb or property resulting from natural or man-made hazards. It shall therefore be the policy of the City to:

1. Review all development proposals and, in particular, the proposed construction of large assemblage and critical facilities in seismically hazardous areas to consider the design and intensity of the proposed use in relation to the seismic risk.
2. Require seismic hazards investigation for all new developments in compliance with the Alquist-Priolo Special Studies Zone Act.
3. Investigate the alternatives available for post-earthquake reconstruction in areas potentially subject to significant damage.

Introduction

The business community has had an important role in establishing the City's living environment. La Mirada's goal is to maintain and, if possible, to enhance the appeal of the business areas located in the City. A productive business climate has resulted from this effort. The City's planning standards have been geared toward creating that climate. Not only are residential needs for convenience shopping facilities well served by existing stores, but some services attract customers from outside the city.

Although State planning regulations do not require the need to consider the economic and fiscal effects of land use policies, the City of La Mirada has always realized the necessity to consider the economic implications of its decisions. Therefore, this optional Economic Element is included in the General Plan.

Conditions and Trends

La Mirada is a fiscally stable community. The City's early planning initiatives, the community spirit, good quality industrial growth, and a favorable business climate have all contributed to the strong fiscal stability of the City of La Mirada. The strength and responsiveness of the City government reflects the pride and involvement of the citizens in the community. This atmosphere creates confidence for investors making long-term commitments in the City.

INDUSTRIAL USES

Industrial uses comprise over 16 percent of the existing land area of La Mirada. This land designated and used for industrial purposes is highly accessible to cars and trucks and is served by railroads and the freeway. La Mirada has been able to maximize the attractiveness of this area while minimizing costs to the community. The separation of this area from the rest of the City minimized potential conflicts with other land uses, particularly with residential areas. This large, exclusive and well developed area allows greater economic effectiveness to those located within it. The large industrial land area allows room for plant expansion without impacting adjacent land uses. The costs of assembling land for future development have also been reduced in this manner, making La Mirada's industrial area a strong candidate for continued growth.

COMMERCIAL USES

The City's only community shopping center is the La Mirada Mall, the major commercial facility in the City. Centrally located in the City, it offers ample parking and is attractively landscaped. Restaurants, office buildings and a community theatre enhance the site. The center was originally developed in a cluster design which was popular in the 1950's. Cluster plans, however, do not lend themselves to modernization in the form of covered malls and the addition of other necessary anchor tenants. In addition, since the time the mall was conceived and built there have been changes in market strategies. Large stores originally considered each other competition and located away from each other. Today, large stores locate together so they can draw people to an area. There is, therefore, a need for flexibility in design and size of shopping centers so that stores can adapt to changing market conditions. By today's commercial standards, the La Mirada Mall has evolved into more of a specialty center featuring a variety of small shops and many restaurants. The lack of a major tenant to draw people to the mall area is also a significant problem which has existed for a number of years. It is unlikely that a major department store and more large apparel stores will be attracted in the near future; the pattern of the recent past will probably continue. The lack of a unifying design theme and the vast distances between areas and between freestanding buildings also reduce the effectiveness of this group of stores to create a market synergy. Market synergy results when a group of stores and uses combine to create a greater market potential than each store can create individually. Many of the specialty stores in the area, for instance, are dependent on pedestrian traffic for business. Unfortunately, the center is not well integrated physically and, therefore, operates as a number of separate functions.

There is also a lack of land in the city for retail expansion. As the market changes it becomes critical that each center be able to maintain its competitive position in the marketplace. Stores need room to expand or adapt to market changes. Supermarkets, specifically, have been steadily increasing in size during the past 20 years. For a supermarket to maintain its competitive position relative to other stores it must be able to expand its floor space. Today's average supermarket is approximately twice the size of supermarkets built 20 years ago. With development having already surrounded these shopping areas, the necessary expansion becomes difficult or impossible. The only alternative sometimes is to relocate to areas outside the city.

A series of neighborhood commercial centers have developed at major arterial intersections. These are confined to approximately five acres of land per center. While some of the centers have deteriorated over the years, most have remained stable. La Mirada is fortunate in that it has avoided one type of problem--strip commercial development.

Although an inventory of business activity becomes outdated it does establish a point of reference for historical purposes. More importantly, it establishes a basis for planning purposes. In analyzing supply and demand factors related to retail facilities as an input to the General Plan update, the following tasks were completed in 1978-1979:

- Review of historical sales trends within the City of La Mirada;
- Survey of existing retail inventory by major retail category;
- Evaluation of productivity levels of existing inventory;
- Comparison of demands generated by La Mirada residents with the existing supply;
- Review of population, income, and retail sales trends within the market area.

The trend in taxable retail sales in the City of La Mirada for selected retail categories for the period 1970-1979 shows a 150 percent increase over the eight-year period for all taxable retail sales. This increase was much greater than the population gain during the time period, but if the figures were deflated to 1970 dollars the increase is just slightly greater than that shown by population. With the exception of home furnishings, appliances, and other retail (a category dominated by convenience goods) the remaining categories such as apparel, general merchandise, and automotive increased at a slower rate than sales as a whole. The most dramatic relative loss was in the apparel category, one of the key shopper's goods components.

A comparison of actual and potential retail expenditures by outlet category for La Mirada residents represent what the La Mirada resident would be expected to spend in each of these categories over the full year. It should be noted that an actual per capita expenditure, which is greater than the derived potential expenditure, indicates that retail sales are being imported into the City. This analysis concludes that residents of other areas were coming to La Mirada for shopping visits. Population in the trade area is estimated at 1.1 million in 1980 and is projected to increase to 1,187,000 by 1990.

The same 1978 analysis concluded that La Mirada was losing potential retail sales in all categories except building materials, food, and drugs. The heaviest losses were in general merchandise and automotive. The loss in the general merchandise categories reflects resident shopping patterns in the department stores and regional shopping centers surrounding the community and the lack of major department store anchors within the city limits.

A 1979 field survey of existing retail space in the City of La Mirada showed a total inventory of approximately 1,244,000 square feet of retail space within the City of La Mirada (see Table 10). An additional 294,000 square feet is situated in locations adjacent to the City. The general merchandise category was the largest single component of the retail inventory accounting for 22 percent of the space within the City; yet, this category represented less than 6 percent of total city-wide sales. Food outlets represented the next largest component of retail inventory followed by miscellaneous retail and eating and drinking places. Approximately 81,000 square feet or 6.5 percent of the available inventory were vacant.

Comparison of the total retail sales to the inventory of space available showed a severe productivity imbalance in both the general merchandise and apparel categories. On the other hand, productivity levels in the furniture and home furnishings categories were better than would be expected. Major convenience goods categories (food and drug) showed viable productivity levels as did the miscellaneous, retail, and eating and drinking categories.

A comparison of the level of retail support generated by La Mirada residents with the inventory of existing retail space in major categories can be used to match existing and projected resident needs for shopping facilities. This comparison showed a substantial surplus of retail space in the general merchandise category. There was also a modest surplus in the apparel and accessories categories but a shortage in furniture and home furnishings. The basic convenience needs of the resident population (food and drug) were adequately served with a small deficit projected to occur in 1985. However, this deficit can be easily accommodated by slightly increased productivity in the existing outlets. A potential demand also resulted for additional restaurant space. Finally, a deficit of more than 100,000 square feet of miscellaneous retail space was projected to result by 1985. However, resident needs in these areas were adequately served in neighboring regional and community centers.

Table 10
Summary of Retail Space Inventory
Major Retail Categories 1979

Retail Category	Retail Space (sq. feet)	Percent Distribution
Apparel and Accessories	81,690	6.5%
General Merchandise	276,140	22.2
Home Furnishings and Appliances	36,510	2.9
Food	218,560	17.6
Drug	53,090	4.3
Building Materials	32,860	2.6
Miscellaneous Retail	156,200	12.5
Eating and Drinking	128,510	10.3
Automotive	122,340	9.8
Other Retail	59,780	4.8
Vacant	<u>81,250</u>	<u>6.5</u>
TOTAL	1,246,930	100.0%

CONCLUSIONS

La Mirada is a relatively mature community whose resident needs for convenience shopping facilities are well served by existing convenience goods outlets. Planning for additional neighborhood shopping-type facilities would therefore appear unnecessary at this time.

The regional market area is well served by department stores, apparel outlets and other regional shopping goods type facilities. Although population growth in the market area will generate support for approximately 300,000 square feet of new department store space and a like amount of related shopping goods space, established regional centers and/or new freeway-oriented locations outside the City of La Mirada are likely to capture this potential. As indicated by sales productivity levels, general merchandise and apparel outlets within the City are in surplus and are extremely vulnerable to new competition. Some consolidation of general merchandise and apparel space would therefore appear to be in order with some replacement of this space with outlets in the miscellaneous retail category (various types of gift and specialty shops).

The introduction of a new community center which includes general merchandise and apparel outlets would most likely have a strong adverse effect on existing general merchandise and apparel facilities.

The opportunity for additional restaurant space totalling approximately 36,000 square feet could either be accommodated in the existing centers or planned as a cluster development. The additional drawing power of restaurants in the Mall area, for example, would bring more people to the specialty shop area. This would also increase the time span during the day and evening when the Mall is an activity center. Restaurant development could also complement the office, commercial, and entertainment focus of the center.

The potential exists to integrate uses in the La Mirada Mall Shopping Center. The physical and functional integration of the various shopping facilities within the center would be difficult. However, the addition of more restaurant, cultural, and entertainment facilities could enhance the center as a specialty center. Additional office development could also generate additional on-site activity, adding stability to the owners' investment and the tax base of the City. A coordinated design theme and integration of uses in and surrounding the center, including the office, commercial, multi-family residential, and cultural facilities, could create a market synergy much like that in large mixed-use projects. An integrated mixed-use city center has the long-term potential of revitalizing the area, providing a pleasant design, and creating mutually supporting markets.

The potential also exists to develop more office uses at existing commercial centers. The potential benefits would be to reduce competition among existing retail stores by creating additional market support, improve the tax base, improve the design quality of the centers which are deteriorating, and reduce potential impact of deteriorating centers on surrounding residences. Specific types of office development which could take advantage of existing conditions in the City include medical clinics, medical office buildings, and related medical facilities.

Although difficult to accomplish in the near future, the redesigning of the land use distributions in specific retail centers has the potential to more fully realize the highest and best use of that land. Centers which are suffering from decreasing economic viability and are visually deteriorating are prime areas for this revitalization. This could include the entire site or only a portion of the site. The intent would be to utilize the property to its greatest economic advantage, consistent with zoning and other ordinances of the City. This would enhance the amount of commercial spaces at the center allowing the remainder of the center to be developed for other uses such as office space. For example, the sales productivity level per square foot of general merchandise and apparel stores in the City has been found to be low compared to standard sales productivity levels. This indicates that these types of stores (and space) are in surplus in the City. A reduction in the amount of general merchandise and apparel space would probably increase the productivity level of the stores that remain. With greater productivity there is more incentive and capital available to improve existing conditions. While this may represent a short-term loss in tax revenue, in the long-term these uses can be replaced by other tax-generating uses such as restaurants.

Goals

The continued economic vitality of the City results in the goals to:

- Maintain the existing viability of the City's economy.
- Reinforce and enhance the fiscal and physical activities of existing retail centers.
- Establish a balance of non-retail commercial activities as the potential arises.

- Assure the continued attractiveness of commercial and industrial locations.
- Reinforce and enhance the fiscal and physical activities of existing industrial centers.

Implementation

Implementation of the General Plan should occur as a continuing process. Although the overall success of the General Plan largely depends upon its community wide acceptance, the eventual implementation of the General Plan is dependent on incremental decisions made by the City Council, Planning Commission, other Advisory Boards, and City staff.

Throughout the General Plan, recommendations have been made to amend, where necessary, current ordinances and adopt decision-making policies. These actions will help expedite the implementation of the various goals and objectives which represent the community's ideals. Although the Zoning Ordinance, Subdivision Ordinance, capital improvement program, and annual budget are the most effective means of implementation, the City should not lose sight of the fact that the General Plan should be as dynamic as the people of the community. As such, the City should participate in an annual review of the Plan to identify the need for General Plan changes or to re-affirm its goals, objectives, and policies.

In addition to an annual review of the General Plan, the following tools must be considered to coordinate with each other and to work in concert with the General Plan philosophies, attitudes, and direction:

Continuing Planning Program

Implementation of the General Plan will require leadership. It is the dedication and vision of responsible people which will maintain the essence of La Mirada's General Plan. An active, continuing planning program is of primary importance as an instrument for plan implementation. This includes periodic reevaluation of the plan with the periodic monitoring of conditions in the City to alleviate future problems.

Zoning Ordinance

The zoning ordinance establishes standards and regulations for development of private property. It is the single most important tool for carrying out the concepts of the General Plan and is tailored to meet the needs of La Mirada.

SUBDIVISION ORDINANCE

The existing subdivision ordinance is of a high standard including simplified procedures and modern provisions. Subdivision controls provide for flexible standards in relationship to local street design, layout, and improvements.

Capital Improvement Budget

The Capital Improvement Budget is staged in five-year intervals and establishes priorities for specific projects. In addition to defining costs, the Capital Improvement Budget creates a schedule for the construction of the City's major public improvements.

Code Enforcement

The enforcement and modernization of existing or needed codes such as the Building Code, Fire Code, and Plumbing and Electrical Code, can be one of the most effective devices for preserving the sound condition of existing buildings and ensuring high standards in development or redevelopment. An ordinance which the City of La Mirada could consider for adoption is a Housing and Building Maintenance Code establishing minimum standards for the maintenance of all buildings.

SPECIAL AREA STUDIES

The General Plan has dealt with land use patterns in generalized terms. The interpretation of the broad patterns into detailed land use plans should be accomplished by means of detailed area studies. The priority or need for these special studies will be determined by those areas with the greatest development interest.

THEORY OF THE EARTH

The theory of the earth is a branch of geology which deals with the origin and development of the earth and its various parts. It is a science which seeks to explain the causes of the various geological phenomena which we observe in nature.

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Coordination of Independent Agencies

Coordination and cooperation between the City of La Mirada and adjacent municipalities, special districts, Los Angeles and Orange Counties, and other governmental units is also essential for proper achievement of the plan. To ensure coordination, a system of referrals and periodic joint meetings with affected agencies should be established.

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